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PARKING GARAGE AND RESIDENTIAL UPGRADE

Draft Environmental Impact Report
January 16, 2002

Public Review Period: January 16 – March 8, 2002



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TO: Federal, State, and Local Agencies, Interested Groups and Individuals, Adjacent Land Owners, and Media
FROM: David Seward, Chief Financial Officer, Hastings College of the Law
SUBJECT: Notice of Availability of a Draft Environmental Impact Report (EIR)
DATE: January 16, 2002

Hastings College of the Law, a public law school affiliated with the University of California and an instrumentality of the State of California, has completed a Draft Environmental Impact Report (EIR) for the following project:

Project Title: Hastings College of the Law Parking Garage and Residential Upgrade

Project Sponsor: University of California Hastings College of the Law

Lead Agency: University of California Hastings College of the Law

Draft EIR Topics and Findings: The following environmental topics are evaluated in the Draft EIR: Land Use, Plans, and Zoning, Transportation and Circulation, Historic Architectural Resources, Visual Quality, Shadow, Air Quality, and Noise. Potential cumulative impacts and project alternatives are also evaluated. The Draft EIR identifies potentially significant impacts with respect to Historic Architectural Resources and Noise. Potential impacts to these environmental factors can be reduced to a less-than-significant level with proposed mitigation measures. No other potentially significant impacts were identified. Other environmental factors evaluated as part of the Initial Study process are included as an appendix item in the Draft EIR.

Within 45 calendar days following publication of the Draft EIR (i.e., by **March 8, 2002**), any person may:

- 1) Review the Draft EIR as an informational item and take no action, or
- 2) Make recommendations for amending the text of the document. The text of the Draft EIR may be amended to clarify or correct statements and/or expanded to include additional relevant environmental issues or cover issues already identified in greater depth.

Comments concerning the environmental effects of this project are welcomed. Please mail all comments or questions on the environmental review of the Draft EIR in writing to **David Seward**, Chief Financial Officer, to the address below. If you would like a copy of the Draft EIR, please call David Seward at (415) 565-4710. Hastings will hold a public hearing to receive comments on the Draft EIR on **March 6, 2002** at 2:00 PM at 455 Golden Gate Avenue (State Building), Hearing Room # 9. The Draft EIR and all supporting materials are available now at the reference desk of the Hastings Law Library, 200 McAllister Street, 4th Floor, San Francisco, California.

Project Description: The proposed project is located on two blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street in San Francisco, California. The proposed project has two elements; 1) a parking garage on the corner of Golden Gate Avenue and Larkin Street, and 2) an upgrade of the Hastings residential building at 100 McAllister Street. A more detailed project description is provided below.

Parking Garage. The proposed parking garage project, on the southeast corner of Golden Gate Avenue and Larkin Street, would replace an existing surface parking lot containing approximately 175 spaces with a parking structure containing approximately 885 spaces. There would be two levels below grade plus seven levels above



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grade, totaling 303,600 gross square feet (gsf). The two levels below grade would accommodate parking and approximately 6,300 sq. ft. of storage space intended for use by Hastings and other State agencies.

The ground level would contain approximately 7,200 sq. ft. of retail space on the Golden Gate Avenue and Larkin Street elevations, intended for use as the College bookstore, a coffee shop, and other College and community-serving retail uses. The garage would be approximately 275 ft. long, 123 ft. wide, and 80 ft. tall, measured from the existing street level to the parapet on the Golden Gate Avenue/Larkin Street corner. Mechanical rooms for elevator equipment would rise up to an additional 27 ft. above the parapet, for a total project height of approximately 107 feet. Driveways would be on Golden Gate Avenue and Larkin Street.

Residential Upgrade. The proposed residential upgrade project would include seismic, fire/life-safety, and housing capacity improvements to the Hastings residential building at 100 McAllister Street, including; 1) a limited scope of seismic strengthening measures in the interior of the building intended to assist exiting in a seismic event or other emergency, 2) replacement of the existing fire alarm and life-safety system with a new system, increased emergency exit capacity by replacing an exterior fire escape with a new interior exit stair, conversion of two exit stairways into "smokeproof towers," and accessibility improvements as required by the Americans with Disabilities Act (ADA), and 3) adding 80 new residential units for student occupancy by subdividing existing units and converting space currently allocated to commercial tenants for residential use.

University of California
HASTINGS COLLEGE OF THE LAW

**PARKING GARAGE AND RESIDENTIAL
UPGRADE
Draft Environmental Impact Report**

January 16, 2002

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University of California
Hastings College of the Law Parking Garage and Residential Upgrade
Draft EIR

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SUMMARY

A. PROJECT DESCRIPTION

The University of California Hastings College of the Law (Hastings) proposes the development of a project on the two blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street in San Francisco. The proposed project has two elements: 1) a parking garage on the corner of Golden Gate Avenue and Larkin Street, and 2) an upgrade of the Hastings residential building at 100 McAllister Street.

PARKING GARAGE

The proposed parking garage site is approximately 33,825 sq. feet (about 275 feet long by 123 feet wide) on the southeast corner of Golden Gate Avenue and Larkin Street. The garage structure would replace an existing surface parking lot, and would contain approximately 885 spaces (358 compact spaces, 511 standard spaces, 16 handicap spaces), and parking for six motorcycles. Approximately four electric vehicle charging spaces would be included in the total. There would be two levels below grade plus seven levels above grade, totaling 303,600 gross square feet (gsf). Two levels below grade would accommodate parking as well as approximately 6,300 sq. ft. of space intended for joint use by Hastings and state agencies in the adjacent State Office Building at 350 McAllister Street for records and other storage needs. The ground level would contain approximately 7,200 sq. ft. of retail space on the Golden Gate Avenue and Larkin Street elevations, intended for use as Hastings' bookstore, a coffee shop, and other College and community-serving retail uses. The remainder of the street level would be used for parking, circulation, and access. This level would also contain 35 bicycle lockers and restrooms with shower facilities. The garage would have stairways at the two southern corners of the garage. The garage would have two entrance/exits, one on Golden Gate Avenue and one on Larkin Street.

The garage structure would be approximately 80 feet tall. Mechanical rooms for elevator equipment would rise up to an additional 27 feet above the parapet, for a total project height of approximately 107 feet at the maximum height of the elevator machine rooms (measured from the building's midpoint). The garage would be built to the lot lines along Golden Gate Avenue and Larkin Street. The garage would be built to the lot line on the eastern side of the site, adjacent to the existing Hastings academic building at 200 McAllister Street, with a setback of approximately 21 feet. A pedestrian walkway would connect the ground floor of the garage with the second floor of the Hastings academic building. The garage structure would have a 14-foot setback from the property line along the south side of the project site. In this location, the garage structure would be 16 feet from the nearest residential building south of the project site, and approximately 57 feet away from the farthest residential building south of the project site.

The structure would be reinforced concrete with a poured slab foundation. Exterior cladding would be a combination of plaster, glass, painted concrete, painted metal trelliswork, louvers, and stone veneer panels. The design would be intended to be compatible with the architectural character of neighboring buildings. Extensive glazing would occur along the ground-floor retail uses fronting Golden Gate Avenue and Larkin Street. Landscape plantings would be placed in painted fiberglass window boxes on the north, south, and west facades, and street trees would be planted along the Golden Gate Avenue and Larkin Street elevations. The south-facing walls would be 84% enclosed and 16% semi-enclosed and would contain landscape plantings to screen the project from adjacent residential uses. An existing walnut tree located just south of the property line, in the rear yard of 270 McAllister Street, would be retained. Safety and security lighting would be placed throughout the building, with motion-sensor security lighting at the rear of the garage, adjacent to the residential buildings. Approximately 300 spaces would be available to Hastings students, faculty, and staff, and 300 spaces for state employees and agencies in the adjacent State Office Building, with the remainder open to the public.

The garage would operate from 6 AM to 12 PM, seven days a week. Parking fees would be approximately \$5/day for Hastings students (which is equal to the rate currently charged by Civic Center Garage for student users), \$7.50/day for Hastings faculty and staff, and market rate (approximately \$12/day or \$180/month) for state employees and the general public.

RESIDENTIAL UPGRADE

Construction of the building at 100 McAllister Street, initially known as the William Taylor Hotel, was completed in 1930. At 29 stories, it was the tallest building in San Francisco and the largest hotel west of Chicago. The structure was built for the Methodist Church and included a cathedral, a 400-seat auditorium, a dining room and coffee shop. The 6th through 14th floors were designed as a hotel and apartments for permanent residents were built on the 15th through 26th floor.

In 1933, the hotel was sold by the church and reopened as the Empire Hotel. During the Second World War, the hotel was purchased by the federal government and was used by the War Department. It later housed other federal offices until it was declared surplus property in the 1970's. Hastings purchased the building in 1978 and converted it for use as student housing. The building houses approximately 300 students in 252 apartment units as well as the offices of the Civil Justice Clinic, student-run law journals, gymnasium, exercise room and a student lounge. The cathedral was later converted to a performance space used by a local theater group.

The building's structural system, built nearly 70 years ago, has not been seismically strengthened. The fire/life-safety system is based on technology extant in the 1970s and was installed in 1981. Hastings recognizes and accepts its responsibilities relating to the provision of safe, code-compliant on-campus student housing. The importance of the student housing program to the institution has become more pronounced in recent years with the increasing difficulties students have found in locating convenient, affordable housing. Hastings' goal is

to maximize the use of its existing facility and to ensure that the building is well maintained and that its core building systems are periodically upgraded to meet current standards.

The proposed project would include seismic, fire/life-safety, and residential capacity improvements at the Hastings residential building at 100 McAllister Street.

- Phase I Seismic Upgrades – Achieve a limited scope of seismic work representing a series of “spot” strengthening measures in the interior structure of the building intended to assist exiting in a seismic event or other emergency.
- Fire and Life-Safety Systems - Replace the existing fire alarm and life-safety system with a new control panel and install an addressable system with visible and audible alarms, increase emergency exit capacity by replacing an exterior fire escape with a new interior exit stair, and convert two exit stairways into "smokeproof towers," with mechanical pressurization equipment to be located on rooftop mechanical enclosures. An exterior fire escape from the fourth through the 14th floor would be removed. Additional accessibility improvements, as required by the Americans with Disabilities Act (ADA) and Title 24 requirements, would be incorporated as necessary with the fire/life-safety upgrades.
- Residential Capacity - Increase the residential capacity in the building by adding 80 new apartments for student occupancy, from 252 units to 332 units. This would be achieved by subdividing existing apartments and converting space currently allocated to commercial tenants for residential use.

With the exception of exterior fire escapes that would be removed, all of the proposed improvements would be in the interior of 100 McAllister Street or in mechanical rooms on the roof.

B. MAIN ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

The Initial Study published on November 30, 2001 (see Appendix A) found that the project would not result in significant environmental impacts that could not be reduced to less-than-significant levels related to the following issues: archaeological resources, biological resources, hydrology and water quality, geology and soils, hazards and hazardous materials, mineral resources, population and housing, public services, recreation, utilities and service systems, and wind. Therefore, no further analysis was required for these issues.

The environmental issues analyzed in this EIR include land use, plans and zoning, transportation/circulation, historic architectural resources, visual quality, air quality, noise, and shadow. This EIR concludes that the proposed project would not result in significant environmental impacts that could not be mitigated to a less-than-significant level. These effects are summarized below.

LAND USE, PLANS AND ZONING

The Initial Study found that land use effects would be less-than-significant, but a discussion is included in the EIR for informational purposes. The proposed parking garage project would replace a surface parking lot with approximately 155 spaces (175-200 spaces with valet operations), with a parking structure containing approximately 885 spaces, ground-floor retail uses, and basement level storage uses for a total area of 303,600 gross square feet. Five- and six-story residential, mixed use, and academic buildings surround the project site on the project block. Areas to the northeast and northwest of the site include federal and state office buildings ranging from 14 to 20 stories in height, as well as five- and six-story residential/mixed use buildings. The proposed garage, at seven stories in height and built to the lot lines on the Golden Gate Avenue and Larkin Street elevations, would be generally consistent with the density, height, and scale of the surrounding uses. The proposed project would retain the existing parking uses on the project site and would retain the existing pattern of ground-floor retail uses in the immediate vicinity of the project site.

Although the proposed parking garage would not be subject to local land use and zoning regulations, such regulations are reviewed in the EIR as they would relate to the project. The project would generally respond to a range of *San Francisco General Plan* policies and may conflict with others. Conflict with General Plan policies in and of themselves are not considered adverse physical impacts to the environment. The project's physical effects on the environment such as visual quality, transportation, and shadows are discussed in their respective sections of this EIR. The *San Francisco Planning Code* Use District for the site is

high-density residential-commercial [RC-4 Use Districts]; the project would not substantially deviate from the existing uses nor would it disrupt the existing development pattern. Parking facilities are permitted as a conditional use in RC-4 Use Districts. The proposed ground-floor, street-level uses would be consistent with allowable uses in RC-4 Districts. As a result, the proposed project would be generally compatible with allowable uses in this zoning district. While the 80-foot-tall parking garage would be consistent with the 80-foot height limit for the site, mechanical rooms associated with the elevator towers would project an additional 27 feet above the parapet, which would be inconsistent with the *Planning Code* height limits of 16 feet for such projections. Project inconsistencies with the City's *Planning Code* height limits would not create adverse physical impacts to the environment, including effects on visual quality or shadows.

The North of Market Special Use District is intended to protect and enhance low and moderate income housing, among other goals. The proposed project increases the overall housing supply in the area by the addition of 80 units to the 252-units currently located at 100 McAllister in addition to financially supporting fire/life-safety, seismic and ADA upgrades to the facility. The parking garage project would not include new infill housing. However, the project would not adversely affect buildings of architectural or historic importance and would generally maintain the existing scale of development. The project would maintain sunlight in public places (see Sections III.D, Visual Quality, and III.E Shadows for further discussion), and would not include tourist hotels or other commercial development that could adversely affect the neighborhood. The street level retail uses proposed as part of the garage would serve the Hastings community and the neighborhood.

TRANSPORTATION AND CIRCULATION

The proposed parking garage project would generate approximately 250 PM peak-hour trips, including 52 existing trips that are generated by the current parking lot on site and about 26 PM peak-hour trips that would be generated from the proposed retail uses on-site. The

parking garage would thus generate approximately 172 net new PM peak-hour trips by shifting vehicle trips from existing parking facilities in the vicinity to the project site, as well as about 26 PM peak-hour trips that would be generated from the proposed retail uses on-site.

Under existing-plus-project conditions, all study intersections would continue to operate at the same acceptable levels of service as they do under existing conditions (LOS A or B). The project would not result in significant project-related impacts on traffic conditions.

The proposed parking garage would create approximately 730 additional spaces (885 proposed stalls minus 155 existing stalls) at the project site, and would increase off-street parking supply in the area parking study from approximately 2,210 spaces to approximately 2,940 spaces, assuming no other changes in parking supply. As a result, the parking occupancy rate for off-street parking in the study area would decrease from 95 percent to 72 percent.

It is assumed that the proposed garage would not generate additional transit trips as most users already arrive by automobile and they would shift to the garage. Impacts related to transit service would be limited to potential movement conflicts arising from project driveways. The project would generate approximately 45 inbound and 205 outbound PM peak-hour trips, which would not add enough traffic to Golden Gate Avenue and Larkin Street to substantially disrupt transit operations. Both Golden Gate and Larkin are one-way streets; therefore any potential queuing or exiting movements from the garage driveways with other vehicles would be limited; buses could use other lanes to avoid garage traffic.

All lanes would be reversible, allowing two inbound lanes on Golden Gate Avenue and one outbound lane on Larkin Street to accommodate peak use periods, and to prevent queuing on adjacent streets and sidewalks. Automated Vehicle Identification (AVI) equipment would be placed on all four fare gates, allowing frequent parkers, such as state agency employees, to pass through the gates without ticket/fare collection, and to speed ingress/egress.

The proposed parking garage would generate approximately 250 new PM peak-hour pedestrian trips, which would have a negligible impact on existing crosswalk conditions. The crosswalk levels of service at intersections adjacent to the project site would continue to operate at acceptable levels. The proposed project would increase bicycle storage capacity and would have no discernible effect on existing bicycle conditions in the project area.

Sight distances for vehicles exiting garage driveways may be reduced due to visual obstructions created by on-street parking adjacent to the driveways. While not considered a significant impact, removal of some on-street parking adjacent to the project driveways and repainting the curb red would help to improve sight distances in these locations.

During project construction, up to 35 trucks trips per day would travel to and from the site during the excavation, or approximately four-to-five truck trips during the PM peak-hour. Fewer truck trips are anticipated during the remainder of construction. Up to 12 construction worker vehicle trips would occur during the PM peak hour. While traffic and transit delays could occur, the estimated four to five truck trips and 12 construction worker trips in the PM peak-hour would not substantially disrupt peak-hour traffic or transit patterns in the vicinity, and would be temporary in nature. While construction-related impacts would not be significant, restriction of project construction traffic to non-peak periods would avoid potential interference with local traffic or transit operations at peak times. Recommended hours of construction traffic operations have been included in the EIR to reduce potential delays.

For cumulative conditions, the year 2020 future scenario is based on an annual growth rate of one percent per year that would occur with or without the project. Cumulative traffic growth would occur from other developments in the area, as well as from the proposed project. Under the cumulative 2020 scenario, all study intersections would continue to operate at the same acceptable levels of service as they do under existing, or existing-plus-project conditions (LOS A, B, or C).

On the assumption that a 20 percent increase in traffic would increase parking demand by a similar factor, the existing-plus-project parking occupancy rates would increase from 95 percent to about 104 percent. Future parking demand at the facilities in the study area may be higher than the available supply, since parking supply is expected to decrease. The proposed project would provide parking supply that would help meet future cumulative demand. Overall, there may be a future parking deficit in the Civic Center area, even with the proposed parking garage.

This parking space deficit would result in drivers that come to the area parking farther away from their destination, would cause an increase in illegal on-street parking, or may cause parkers to change travel modes. The deficit could also encourage operators of existing parking facilities to consider the use of valet parking to increase the available supply, at least during periods of peak demand. A long-term effect of the parking deficit may be to discourage auto use and encourage use of local transit. *San Francisco General Plan* policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use in order to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. Therefore, the creation of or increase in cumulative development resulting from a proposed project that cannot be met by existing or proposed parking facilities, while inconvenient to persons choosing to drive to the area, would not be considered a significant environmental effect. The proposed parking garage, as discussed herein, would not create a cumulative parking demand; the garage would provide part of the parking supply under cumulative conditions.

HISTORIC ARCHITECTURAL RESOURCES

The EIR analyzed both the proposed parking garage and the residential upgrade at 100 McAllister Street for potential impacts to historic architectural resources. Both project sites are outside of, but immediately north of, three designated historic districts: the San Francisco

Civic Center National Register Historic District; the San Francisco Civic Center National Historic Landmark District; and the City-designated Civic Center Historic District.

The proposed parking garage would have no direct impact on historic architectural resources because no buildings are located on the site. In addition, the parking garage would have a less-than-significant impact on the historic setting of the adjacent Civic Center historic districts. Construction-generated vibration, in the form of excavation, or truck traffic could potentially damage the nearby Civic Center Power House at Larkin Street and McAllister Street, a contributory structure to all three Civic Center historic districts. This would be a potentially significant impact. Mitigation measures proposed to reduce vibration damage to this historic resource include construction monitoring to be completed by a qualified structural engineer.

Completed in 1930 as a church and hotel, the 29-story building at 100 McAllister Street was determined eligible for the National Register of Historic Places, and is therefore also eligible for the California Register of Historic Resources. The building is listed also as a Category I building (Significant) in Article 11 of the *San Francisco Planning Code*. Ground-floor shear wall construction as part of the proposed seismic upgrades would have a less-than-significant impact on the exterior of the building, but such construction could have a potentially significant adverse impact on the interior features of the ground-floor lobby, including the demolition and alteration of original historic materials which help to convey the building's historic significance. In addition, alterations in the basement area due to the seismic strengthening program, including demolition of an original stage wall, could also have a potentially significant adverse impact on the building's historic significance. Mitigation measures proposed to reduce these impacts to a less-than-significant level include preparation of plans and designs in compliance with the *Secretary of the Interior's Standards for Rehabilitation*, to be submitted to the State Historic Preservation Officer (SHPO) for review, and retention of as much of the original historic materials as possible.

The EIR also determined that proposed fire/life-safety and other seismic “spot” strengthening measures, as well as the residential capacity upgrade, would have less-than-significant impacts on the building. Design modifications made after the issuance of the analyzed reports could result in the removal or alteration of historic materials which could adversely affect the property’s historic significance. Mitigation measures proposed to reduce this potential impact to a less-than-significant level include review and comment regarding any final seismic or fire/life-safety reports by the SHPO if they would differ substantially from the draft documents reviewed in this EIR. In accordance with a deed restriction on the building, any changes to the exterior of the building would require SHPO review and comment prior to commencement of the upgrade activities.

VISUAL QUALITY

The proposed parking garage project would change views of the site, replacing the surface parking lot with a seven-level, 80-foot-high parking garage, with elevator mechanical rooms up to 27 feet high above the roof. The EIR includes visual simulations of the proposed project from four vantage points; 1) from the Federal Building Plaza looking east, 2), from Larkin Street looking south, 3) from the edge of the Civic Center Plaza looking north, and 4) from within the Civic Center Plaza looking north. The parking garage would be generally compatible with surrounding development and would not substantially block major views from street locations, the Federal Building Plaza, or the Civic Center Plaza. While north-facing views from the residential buildings immediately south of the project site would be blocked by the south-facing wall of the garage, this change in views from private residences would be typical conditions that occur in dense urban areas in San Francisco, and would not be considered a significant visual impact. While the garage would be a relatively large building, the project would be urban infill and would complete a void in the project block. The EIR also determined that while the proposed parking garage would increase the overall lighting levels on the site, the amount of light would be generally consistent with that found

in the immediate area, would be typical for lighting levels found in urban areas, and would not create adverse effects to adjacent uses.

SHADOW

A shadow analysis of the proposed parking garage indicated that the project would add no new shadow on public open space under the jurisdiction of the San Francisco Recreation and Park Commission, including the Civic Center Plaza and the United Nations Plaza. The garage would add a small amount of net new shadow to a portion of the Federal Building Plaza prior to 10:00 AM on the shortest day of the year (December 21). After 10:00 AM, and during the times of heaviest use, no project shadow would cast on the plaza.

AIR QUALITY

The proposed parking garage would contribute to air emissions from traffic generated by the project. Regional emissions caused by project-related traffic, as well as carbon monoxide concentrations near congested intersections, were estimated using approved computer programs for such analyses, with source data on project-generated traffic volumes provided by Fehr & Peers.

The EIR determined that traffic generated by the proposed project would incrementally increase regional vehicular emissions, but would not result in emissions exceeding the Bay Area Air Quality Management District (BAAQMD) significance thresholds for certain pollutants. In addition, the proposed project would result in incremental increases in localized carbon monoxide emissions, but it would not contribute substantially to existing or projected violations of air quality standards. Mechanical ventilation equipment would exhaust vehicular emissions from the basement levels to the northernmost corners of the roof, away from nearby residential uses. Construction activities associated with the project would generate dust during excavation and grading activities and the heavy equipment used would emit certain air pollutants. This would be a short-term adverse impact. However, the

BAAQMD has implemented a number of dust and other pollutant control measures for construction activities that are typical construction practices in San Francisco, and would be included as part of the project. As a result, the proposed project would have a less-than-significant impact to air quality.

NOISE

The existing ambient noise environment in the vicinity of the project site is typical of downtown San Francisco, dominated by vehicular traffic including cars, trucks, buses and emergency vehicles. The average noise level in the project area is 73 to 75 dBA. Noise monitoring of nearby parking garages of similar size and operational characteristics indicate that the proposed project would generate between 70 dBA to 74 dBA, with peak evening hour noise levels ranging from 71 dBA to 75 dBA. Noise modeling were also used to calculate the existing and future vehicular noise levels along individual roadway segments in the site vicinity. The sensitive receptors to noise in the project area include the residential uses within 100 feet northwest, northeast and south of the site, as well as the educational uses (Hastings academic building) immediately east of the project site. Noise would be generated from vehicular use of the site, as well as mechanical ventilation equipment located on the roof.

The proposed project would not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, and construction equipment vibration would not be expected to cause damage to adjacent buildings. Mitigation measures, such as the vibration monitoring discussed above under Historic Architectural Resources, would further reduce potential vibration impacts, although no significant impacts are anticipated. Construction activities, including truck traffic noise, could result in a temporary, yet potentially significant increase in noise in the project vicinity. Mitigation measures to reduce construction-related noise include mufflers and other noise-control devices for construction equipment, prohibition of truck and heavy equipment operations during the nighttime hours, and noise barriers to minimize potentially significant construction noise.

Mechanical ventilation equipment would be located on the northern corners of the garage roof, approximately 120 feet away from nearby residential areas on the project block.

C. ALTERNATIVES

ALTERNATIVE 1: NO PROJECT

None of the potential impacts associated with the project would occur with the No-Project Alternative. The site would continue to operate as a surface parking lot accommodating approximately 155 cars (175-200 with valet operations), serving the public and the Hastings community. For the foreseeable future, state agencies would continue to park vehicles elsewhere in San Francisco. The building at 100 McAllister Street would continue to provide 252 units of residential housing for Hastings students, and would remain with its current seismic and fire-life/safety systems, with technology dating from the 1970s and installed in 1981, intact. No seismic strengthening of the 1930 structure would occur, and no alterations to the interior spaces would occur.

The No-Project Alternative would not meet Hasting's objectives of increasing its operational flexibility or providing parking to serve users of nearby public services and the general public. The No-Project Alternative would not increase on-campus amenities, such as increased housing opportunities, services, and improved access to the College. Current and future Hastings students who desire to live on campus would continue to commute to the school via various modes of transportation. Finally, the No-Project Alternative would not allow joint use of state property for storage and parking uses.

ALTERNATIVE 2: ELIMINATION OF TOP-FLOOR ELEVATOR SERVICE

This alternative would entail a parking garage with no elevator service to the top floor (roof-level). No 27-foot-high elevator mechanical rooms/towers would project above the 80 ft. parapet. Elevators would continue to serve all other levels, including areas where handicap

parking would be available (level 2). Stairways would continue to serve all levels. All other uses would remain similar to the proposed project, including the number of parking spaces, ground-floor retail uses, and basement-level storage uses. No significant adverse impacts were identified with Alternative 2.

This alternative would generate the same number of PM peak hour trips as the proposed project. Level of service (LOS) for Alternative 2 would remain the same as under the existing, existing-plus-project, and cumulative scenarios. Alternative 2 would have no change in air emissions, when compared to the proposed project. Construction-related air emissions would be similar to the proposed project, as the same type and amount of construction equipment would be required to build a similar structure, albeit slightly smaller. Noise effects associated with this alternative would also be similar to the proposed project.

As no significant traffic, air quality, or noise impacts were identified with the proposed project, Alternative 2 would also have no impacts associated with these environmental factors.

Alternative 2 would have different visual effects compared to the proposed project, but it would not change the conclusions regarding significant impacts. This alternative would be consistent with the *San Francisco Zoning Code* Height and Bulk District (i.e., it would not exceed the maximum height allowance of 16 ft. for mechanical projections). Elimination of top-floor elevator service would also remove the elevator mechanical rooms which are a visible element above the roofline when viewed from the Civic Center Plaza. As a result, Alternative 2 would appear more compatible with the height of the adjacent buildings. Similar to the proposed project, Alternative 2 would have no shadow effects on properties under the jurisdiction of the San Francisco Recreation and Parks Department, including the Civic Center Plaza and the United Nations Plaza.

Alternative 2 would likely have similar construction-related impacts to the Civic Center Power House as the proposed project, including vibrations from excavation, truck traffic, etc. However, implementation of the mitigation measures for the proposed project, such as

structural monitoring during construction activities, would also reduce potential construction-related impacts associated with Alternative 2.

ALTERNATIVES CONSIDERED BUT REJECTED

A mixed-use alternative for the parking garage site was considered that would have included parking, retail, and low-cost housing available to Hastings students and faculty. Housing for the general public was not considered because the provision of non-student public housing does not conform with the College's educational mission.

A mixed-use alternative at the project site that provided student housing was considered but rejected because it was determined that the first priority relative to the institution's student housing objectives was to ensure that the College's existing housing facility at 100 McAllister Street achieve code-compliance with fire/life-safety requirements, ADA/Title 24 improvements, and a Phase I seismic retrofit. With these prerequisites addressed, the College could then expand its stock of student housing by adding 80 units (an increase of 32 percent) within the existing building. Due to the efficiencies associated with this approach, these units would be made available to students at below-market rates.

Revenues from the parking garage would support the debt-service for the garage itself and the improvements to the building at 100 McAllister Street. The seismic component at 100 McAllister Street represents only the first phase of the strengthening required for compliance with provisions of the Uniform Building Code (UBC) applicable for structures of this type. These Phase I seismic improvements would utilize a spot strengthening approach that, due to the limited funds available, is intended to effectuate the first step in efforts to improve the building's performance in a seismic event. Substantial costs would be incurred to address future phases of the seismic retrofit of this historically significant building.

Adding a student-housing component to the parking garage would reduce the College's ability to finance code-compliance upgrades as well as subsequent phases of the seismic strengthening

of the 100 McAllister building, which would largely be funded by parking garage revenues. The inclusion of the housing component would also increase project cost and would likely necessitate the imposition of rental rates at or near market levels to generate sufficient revenue to support the added debt-service. An alternative with a housing component was rejected because it would not meet the Project Objectives discussed in Chapter II, the Project Description.

Finally, inclusion of a student housing element in the parking garage portion of the project would not mitigate any potentially significant environmental impacts identified with the proposed project.

I. INTRODUCTION

The University of California, Hastings College of the Law (Hastings) proposes the development of a parking garage and residential upgrade project on two blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street in San Francisco. This Environmental Impact Report (EIR) evaluates the effects of the “project,” which refers to both the parking garage and residential upgrade. When one component of the project is discussed separately, it is specifically referenced. For example, the words “parking garage project” or “residential upgrade project” are used to make distinctions between the two interdependent project components.

This EIR focuses primarily on the effects of the proposed parking garage project. The Initial Study, included in Appendix A, determined that the residential upgrade project would have less-than-significant effects on the environment, except for potentially significant effects to historic architectural resources. Therefore, the Historic Architectural Resources section in Chapter III evaluates the effects of both the residential upgrade project and the parking garage project. The remainder of the environmental topics in Chapter III, Environmental Setting, Impacts, and Mitigation, solely address the potential effects of the proposed parking garage.

In Chapter III, each topical section is divided into two subsections: Setting, and Impacts and Mitigation. As part of the Impacts discussion, each topic identifies significance criteria, the thresholds beyond which the effect would be considered significant, or a substantial, adverse change in the physical environment, as defined in CEQA Guidelines Sections 15002(g) and 15382. Under Impacts, the text describes individual effects, numbered in a boldface summary, and whether the effects would be “No Impact,” “Less Than Significant,” “Potentially Significant,” or “Significant/Unavoidable” in relation to the criteria. “No Impact” includes project effects that would have no discernable effect. “Less Than Significant” includes project effects that would not exceed significance criteria defined for each topic. “Potentially

Significant” effects are those that could occur if identified mitigation measures discussed were not included as part of the project. “Significant/Unavoidable” effects are those which would occur regardless of mitigation measures incorporated in the project. Those effects would be considered significant and unavoidable impacts of the project.

Under Mitigation, the EIR identifies measures for each impact, keyed to the same numbering as for Impacts. For example, Mitigation A.1 would reduce or eliminate adverse effects of Impact A.1. Where effects are found to be not significant, the EIR either notes that no mitigation would be required, or may identify mitigation to reduce further the less-than-significant effects. Where mitigation measures are identified for potentially significant effects, the measure includes a summary statement of remaining significance, assuming the mitigations were incorporated in the project: “Significance After Mitigation: Less than Significant.”

This EIR cites information from the *State of California San Francisco Civic Center Complex Final EIR*, certified April 21, 1995; the *San Francisco Courts Building Final EIR*, certified June 23, 1994; the *525 Golden Gate Avenue City Administrative Building Final EIR*, certified February 15, 2001; and the *Asian Art Museum Supplemental Final EIR*, certified August 20, 1998. Those documents are available for public review at the Hastings College of the Law Library, 200 McAllister Street, San Francisco and at the San Francisco Main Library and various branch libraries.

II. PROJECT DESCRIPTION

A. PROJECT HISTORY

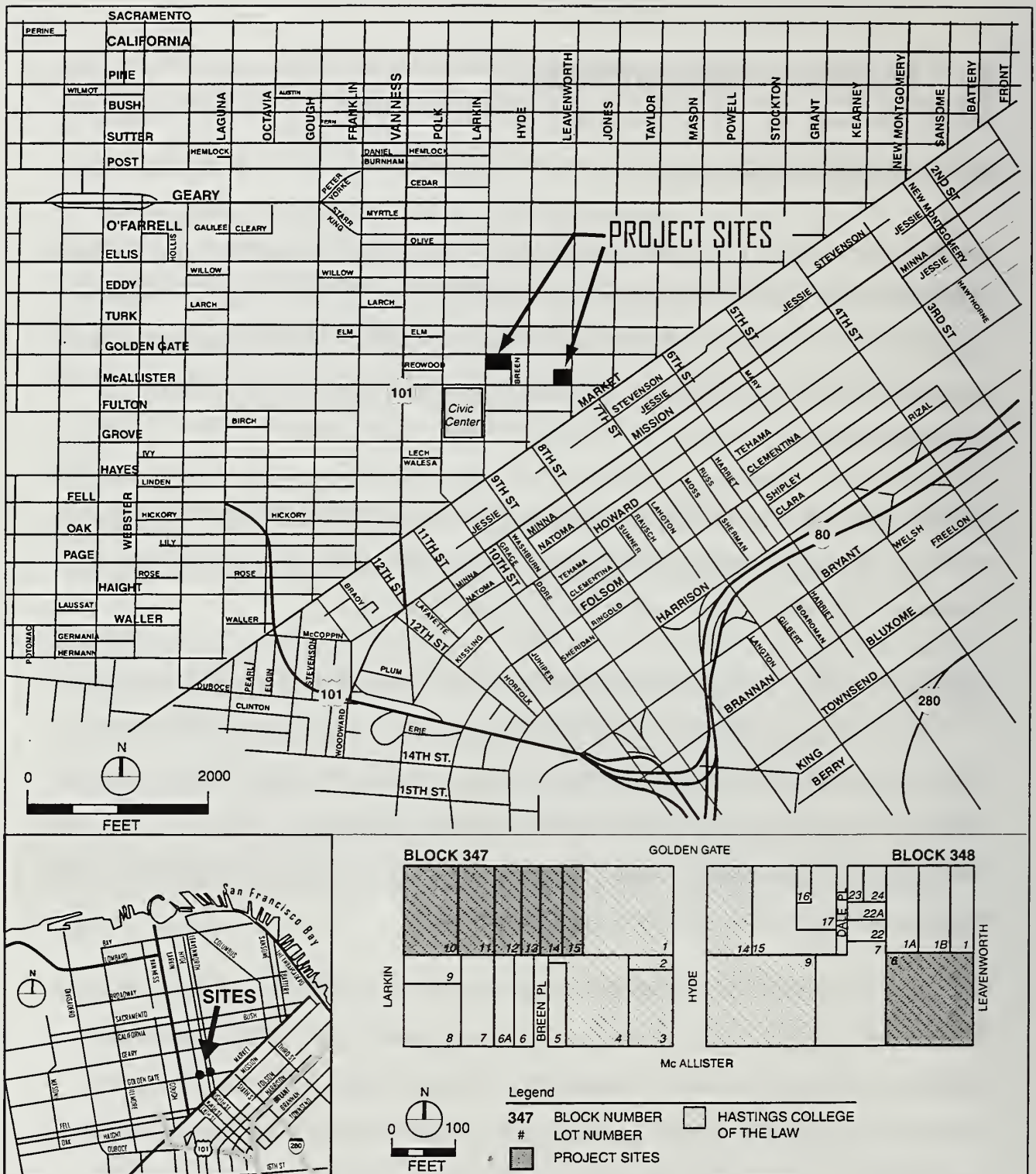
Hastings is a public law school affiliated with the University of California, an instrumentality of the State of California. Hastings has approximately 1,200 full-time students, 55 full-time faculty members, 75 adjunct faculty members, and 155 support staff. In addition to academic programs, Hastings hosts symposia, conferences and other events, and has a number of volunteer programs.

Hastings owns academic, residential, student-services, and support buildings, and vacant lots on the two blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street in downtown San Francisco (see Figure 1).

Hastings instituted its student housing program with the acquisition of 100 McAllister Street in 1978; the College completed \$7.6 million in renovations to convert the building from its prior use (federal offices) to student housing with some student-serving and commercial uses. The building has a total of 252 residential units for Hastings students. Since 1978, work at the building has focused on exterior repairs, upgrades to elevator systems, and development of the building's upper floors to utilize previously unused space.

In January 2001, the California Department of General Services (DGS), Real Estate Services Division concluded in a facility survey that various upgrades to the 100 McAllister Street building were necessary to achieve compliance with seismic and fire/life-safety standards.¹ The survey concluded that seismic reinforcement, exterior wall repair, emergency exiting and fire/life-safety system upgrades, disabled accessibility improvements, upgrades to building mechanical and electrical systems, and hazardous materials abatement were needed.

The full scope of the work identified by DGS is beyond the financial means of Hastings to address at this time. As a first step, however, Hastings would make limited seismic



SOURCE: EIP Associates

EIP

HASTINGS COLLEGE OF LAW
FIGURE 1: PROJECT LOCATION

improvements, fire/life-safety system upgrades, as well as expand residential student housing capacity by 80 units.

In conjunction with these improvements, Hastings intends to construct a multi-level parking garage on six vacant parcels owned by the College, on the southwest corner of the intersection of Golden Gate Avenue and Larkin Street. Revenues from the proposed parking garage would support the financing of the proposed upgrade of the building at 100 McAllister Street. In addition, both projects would be financed simultaneously and initiated within similar timeframes. As such, this EIR evaluates both projects.

A portion of the proposed parking garage site (Lots 12 – 15) originally contained four structures located at 333 to 365 Golden Gate Avenue, built between 1906 and 1948. In the 1970's, Hastings purchased those properties as well as most of the residential and commercial buildings fronting Larkin and McAllister Streets to provide for campus growth. Those buildings on Lots 12-15 contained commercial, office, and retail uses, and a total of 85 units of rental housing consisting of 75 rooms (no bathrooms or kitchens), six apartments and four housekeeping rooms that had been vacant since from the late 1970s to the early 1980s. The two other lots on the garage project site (Lots 10 and 11) functioned as a two-level parking garage.

The four structures at 333 to 365 Golden Gate Avenue were damaged during the 1989 Loma Prieta Earthquake. As a result of this damage, the buildings were demolished in 1990. Use of the project site has been limited to surface parking since that time, except for a brief period when it functioned as temporary classroom space with modular buildings.

In 1994-95, Hastings sold 324 Larkin Street, 250 McAllister Street, 260 McAllister Street and 270 McAllister Street. The Tenderloin Neighborhood Development Corporation (TNDC), a non-profit organization for affordable housing for low-income residents, purchased and renovated the 250 and 260 McAllister Street buildings. The current owners of 270 McAllister

Street and 324 Larkin Street have maintained the use of their properties for residential purposes.

Hastings is the Lead Agency under CEQA, and is also the Project Sponsor. DGS would provide project management, including CEQA consultation, and construction inspection services and has entered into an agreement for the use of 300 parking spaces for state employees and agencies.

B. PROJECT OBJECTIVES

The University of California Hastings College of the Law has developed a set of objectives for the parking garage and residential upgrade projects:

PARKING GARAGE

- Increase operational flexibility for the College by providing additional parking for students, faculty, staff and patrons of College-sponsored events.
- Provide joint use of the garage for the adjacent State Office Buildings at 350 McAllister Street and 455 Golden Gate Avenue. An agreement has been executed with DGS for the exclusive use of up to 300 parking spaces and approximately 3,500 sq. ft. of storage.
- Provide parking for users of public services and the general public in an area currently underserved with parking, and likely to become more restricted upon completion of the Asian Art Museum and as other public parking facilities are eliminated by the construction of planned projects in the vicinity. For example, the construction of the new Federal Office Building at Seventh and Mission Streets and the development of Caltrans right-of-way parcels of the former Central Freeway will increase the need for parking and will eliminate hundreds of public parking spaces as surface lots become developed.
- Increase on-campus amenities and services, including the College bookstore and other retail services, as well as additional parking and improved access to the College, to attract and maintain top students, faculty, and staff.

RESIDENTIAL UPGRADE

The preservation and expansion of the building at 100 McAllister Street as a site for affordable housing at below-market rents for the College's students would help Hastings maintain its role in providing financially accessible public legal education for the state's citizens.

Consistent with state policy contained in the Master Plan for Higher Education that auxiliary enterprises (e.g., student housing and parking) must be financially self-supporting, the College is funding the Phase I seismic and building-wide fire/life-safety upgrades and the 80-unit expansion of residential capacity with its own resources. As stated previously, revenues generated by the parking garage would help finance code-compliance upgrades for the building at 100 McAllister Street, as well as expansion of the building's residential capacity.

Hasting's objectives, in summary for the building at 100 McAllister Street are:

- Maintain and upgrade an existing student housing facility by replacing and enhancing its fire/life-safety systems and by making Phase I seismic improvements.
- Increase the availability of affordable student housing at the College's facility at 100 McAllister by increasing capacity by 80 units, from 252 to 332 units.

C. PROJECT LOCATION

The project sites are bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street, one block north of the San Francisco Civic Center (see Figure 1). Land use on the parking garage site is surface parking, while land use at the residential upgrade site is residential/mixed use. Areas to the northeast and northwest of both project sites include residential, commercial, and office uses (often with ground-floor retail). Areas to the south include numerous civic uses, primarily associated with the Civic Center; these include cultural, institutional, and educational uses owned by various local, state, and federal agencies. The *San Francisco Planning Code (Planning Code)* identifies the proposed garage site in the RC-4 (Residential-Commercial) Use District, which provides for residential and neighborhood-serving commercial uses. The residential upgrade project at 100 McAllister Street is in a

C-3-G (Commercial) Use District. The garage site and 100 McAllister Street are located in the 80-T and 80-X height and bulk districts, respectively. Areas to the south and west of the blocks are zoned P (Public) Use District, containing numerous state and local public uses associated with the Civic Center.

Both project sites are also within the City-designated North of Market Special Use District. Areas north of the project sites contain a mixture of residential and commercial uses in the RC-4 and C-3-G Uses Districts. Many of these uses are older four-to-six-story apartment buildings with ground-floor commercial uses. The six-story California State Building at 350 McAllister Street is southwest of the proposed garage site, and is connected to the 14-story State Office Building at 455 Golden Gate Avenue immediately west of the garage site.

The 20-story, 300-ft.-tall Philip Burton Federal Building at 450 Golden Gate Avenue is northwest of the garage site. The Hastings academic building at 200 McAllister Street is east of the parking garage site. The old Federal Office Building at 10 United Nations Plaza is immediately south of the Hastings building at 100 McAllister Street. The entire project area is relatively compact as most buildings cover the majority of their site and are built out to the sidewalk.

The Civic Center area includes the City-designated Civic Center Historic District, and the federally-designated Civic Center National Register Historic District and National Historic Landmark District. As such, the Civic Center contains numerous buildings that are individual landmarks or are contributory to the historic districts. The garage site is just to the north of these historic district boundaries. The Civic Center Powerhouse at 320 Larkin Street (corner of Larkin and McAllister Streets), south of the proposed garage site, is listed as non-contributory to the City-designated Civic Center Historic District.

The existing use of the proposed garage site is surface parking operated for Hastings by Federal Auto Parks. The parking lot currently has space for 155 vehicles, or up to 200

vehicles with valet operations, serving the public, Hastings students, faculty, staff, and state employees on daily and monthly rate bases.

D. PROJECT CHARACTERISTICS

The proposed project has two elements: the parking garage on the corner of Golden Gate Avenue and Larkin Street, and the upgrade of 100 McAllister Street. Each of these project elements is described below.

PARKING GARAGE

The proposed parking garage site is approximately 33,825 sq. ft. (about 275 ft. long by 123 ft. wide) on the northwest corner of the project block, fronting Golden Gate Avenue and Larkin Street. The site is located on Assessor's Block 347, Lots 10 through 15. The garage structure would replace the existing surface parking lot, and would contain approximately 885 spaces (511 standard spaces, 358 compact spaces, 16 handicap spaces) and six motorcycle spaces. Approximately four electric vehicle charging stations would also be included in the total number of parking spaces. There would be two levels below grade, with seven levels above, totaling 303,600 gross square feet (gsf). Table 1 presents a summary of project characteristics. The two levels below grade would accommodate parking and approximately 6,300 sq. ft. of space for records and other storage needs intended for joint use by Hastings and state agencies (Supreme Court of California, First District Court of Appeal, Judicial Council, Department of Justice, Department of Industrial Relations) housed in the adjacent State Office Building at 350 McAllister Street. The street level would contain approximately 7,200 sq. ft. of retail space fronting Golden Gate Avenue and Larkin Street, intended for use as Hastings' bookstore, a coffee shop, and other College and community-serving retail uses (see Figure 2, on p. II.10). The remainder of the street level would be used for parking, circulation, and garage access. This level would also contain 35 bicycle lockers and restrooms with shower facilities.

TABLE 1
PARKING GARAGE CHARACTERISTICS

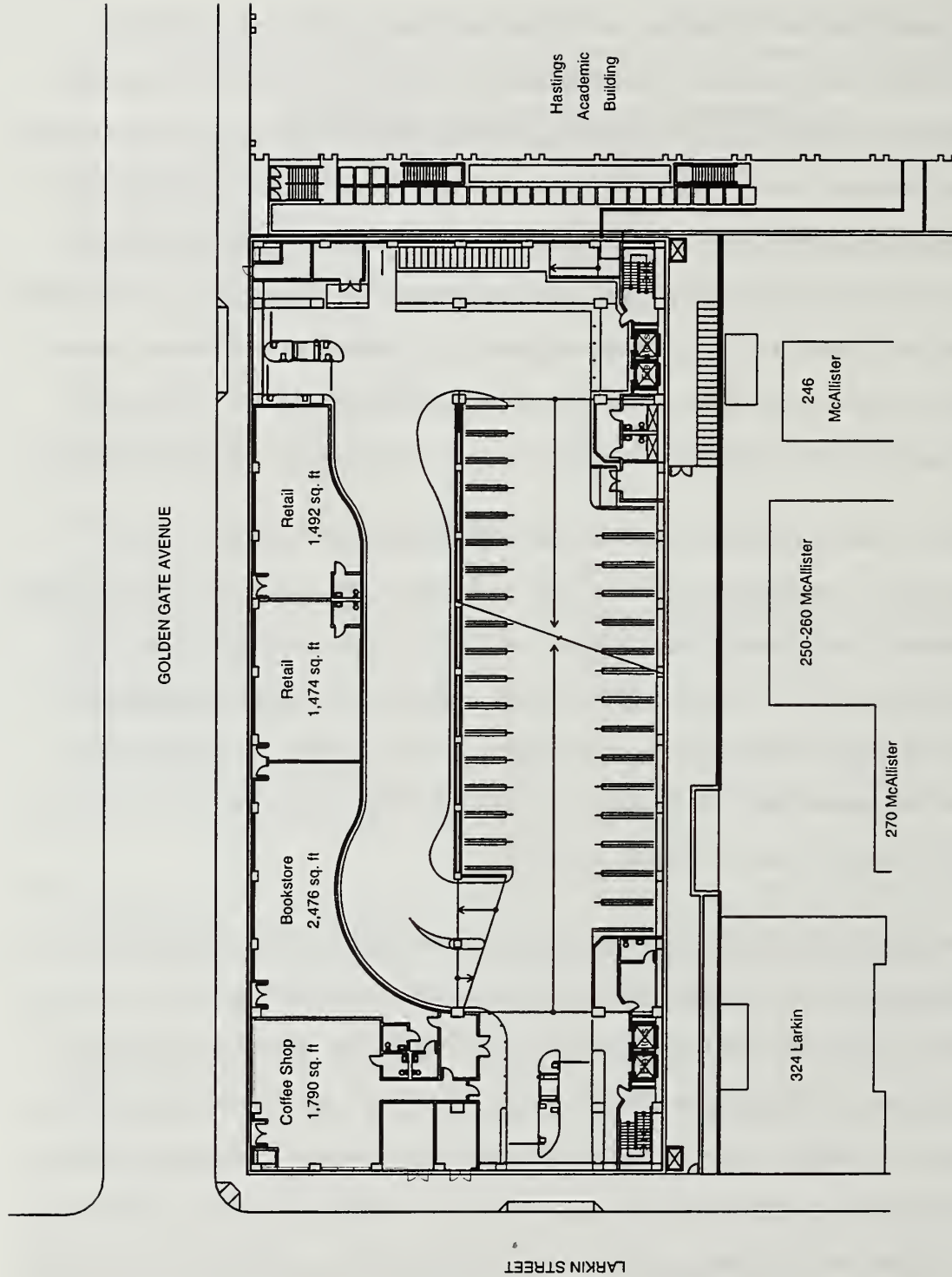
Gross Square Footage	303,600 gsf
Retail (street level)	2,966 sf.
Bookstore (street level)	2,475 sf.
Coffee Shop (street level)	1,790 sf.
Storage (second basement level)	6,300 sf.
Number of parking spaces (total)	885
Number of handicap spaces	16
Number of motorcycle spaces	6
Number of electrical vehicle charging stations	4
Bicycle lockers	35
Approximate Height	80 ft. to parapet, 107 ft. to mechanical rooms
Approximate Width	123 ft.
Approximate Length	275 ft.
<i>Source:</i> IPD	

The garage would be built to the lot lines along Golden Gate Avenue and Larkin Street. On the eastern side of the site, adjacent to the existing Hastings academic building at 200 McAllister Street, the garage would be separated from the adjacent building by a setback of approximately 21 ft. A pedestrian walkway would connect the ground floor of the garage with the second floor of the Hastings academic building. The garage structure would have a 14-ft. setback from the property line along the south side of the project site. The garage structure would be approximately 30 feet away from 246 McAllister Street (Abigail Hotel), 28 feet away from residential buildings at 250 and 260 McAllister Street, 57 feet away from 270 McAllister Street, and 16 feet away from 324 Larkin Street (see Figure 2).

The garage would have two driveways, on Golden Gate Avenue and on Larkin Street. Ventilation intake vents would be at the ground level toward the south end of the garage, with exhaust vents on the roof of the structure, at the northeastern and northwestern corners. Stairways and elevator towers would be located at the two southern corners of the garage. A typical floor plan is shown in Figure 3. The garage structure would be approximately 80 ft. tall, measured from the existing street level to the parapet on the Golden Gate Avenue/Larkin Street corner (see Figures 4-6). Mechanical equipment for the elevators would rise up to an additional 27 ft. above the roof, for a total project height of approximately 107 feet at the maximum height of the elevator mechanical rooms, measured from the building's midpoint.

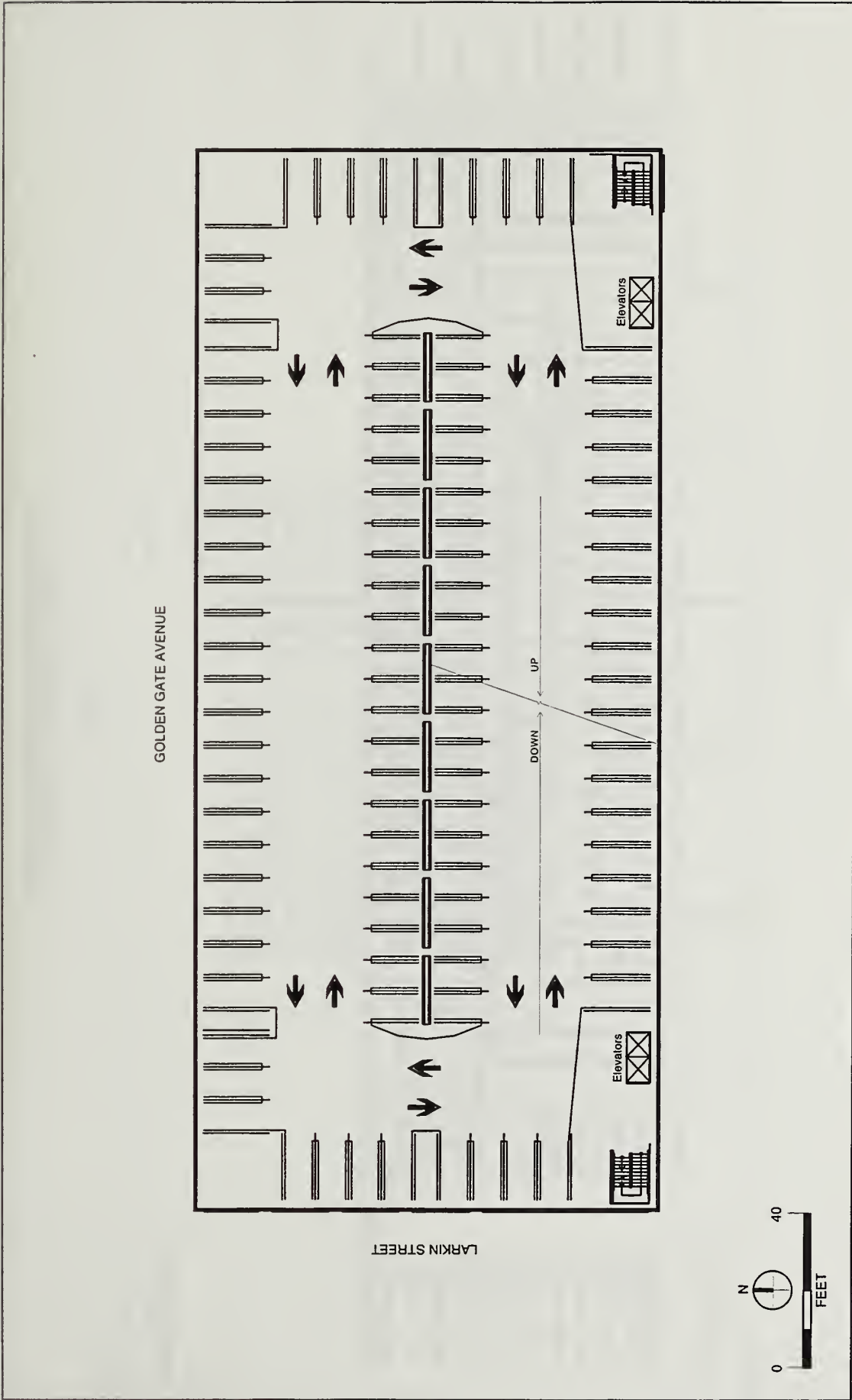
The structure would be reinforced concrete with a spread footing foundation. Exterior cladding would be a combination of plaster, clear and opaque glass, painted concrete, painted metal trelliswork, metal louvers, metal window mullions, and stone veneer panels. The design would be intended to be compatible with the architectural character of neighboring buildings, including the classical three-part arrangement of base, shaft, and capital. The ground floor and second floor would have an architectural element that would continue the horizontal beltcourses found on adjacent buildings.

Extensive glazing would occur along the ground-floor retail uses fronting Golden Gate Avenue and Larkin Street. Entrance "towers" and parapets would be expressed architecturally, and would refer to the design of adjacent buildings. Landscape plantings would be placed in painted fiberglass "window boxes" on the north, east, and west facades. Safety and security lighting would be placed throughout the building, with motion-sensor security lighting on the south-side setback, adjacent to the residential buildings. The facility would be equipped with emergency telephones on all floors and monitored by closed circuit television. Signage and audible devices would be placed at both project driveways to warn pedestrians of on-coming vehicles. The majority (approximately 84%) of the south-facing walls would be enclosed to screen the project from adjacent residential uses. Wall



SOURCE: IPD

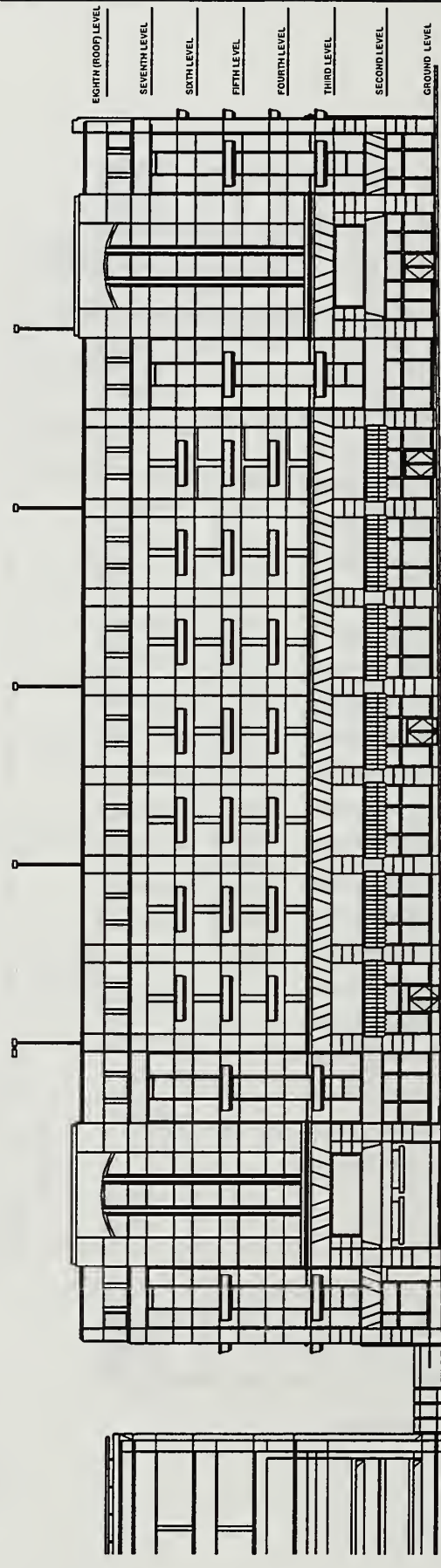
HASTINGS COLLEGE OF LAW
FIGURE 2: GROUND FLOOR SITE PLAN



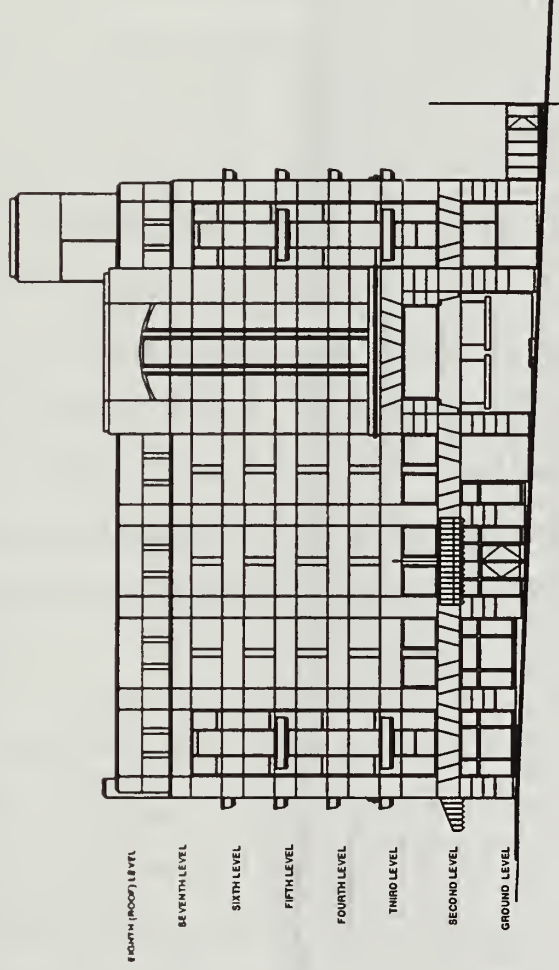
HASTINGS COLLEGE OF LAW
FIGURE 3: TYPICAL FLOOR SITE PLAN



HASTINGS COLLEGE OF LAW
FIGURE 4: GOLDEN GATE AVENUE ELEVATION



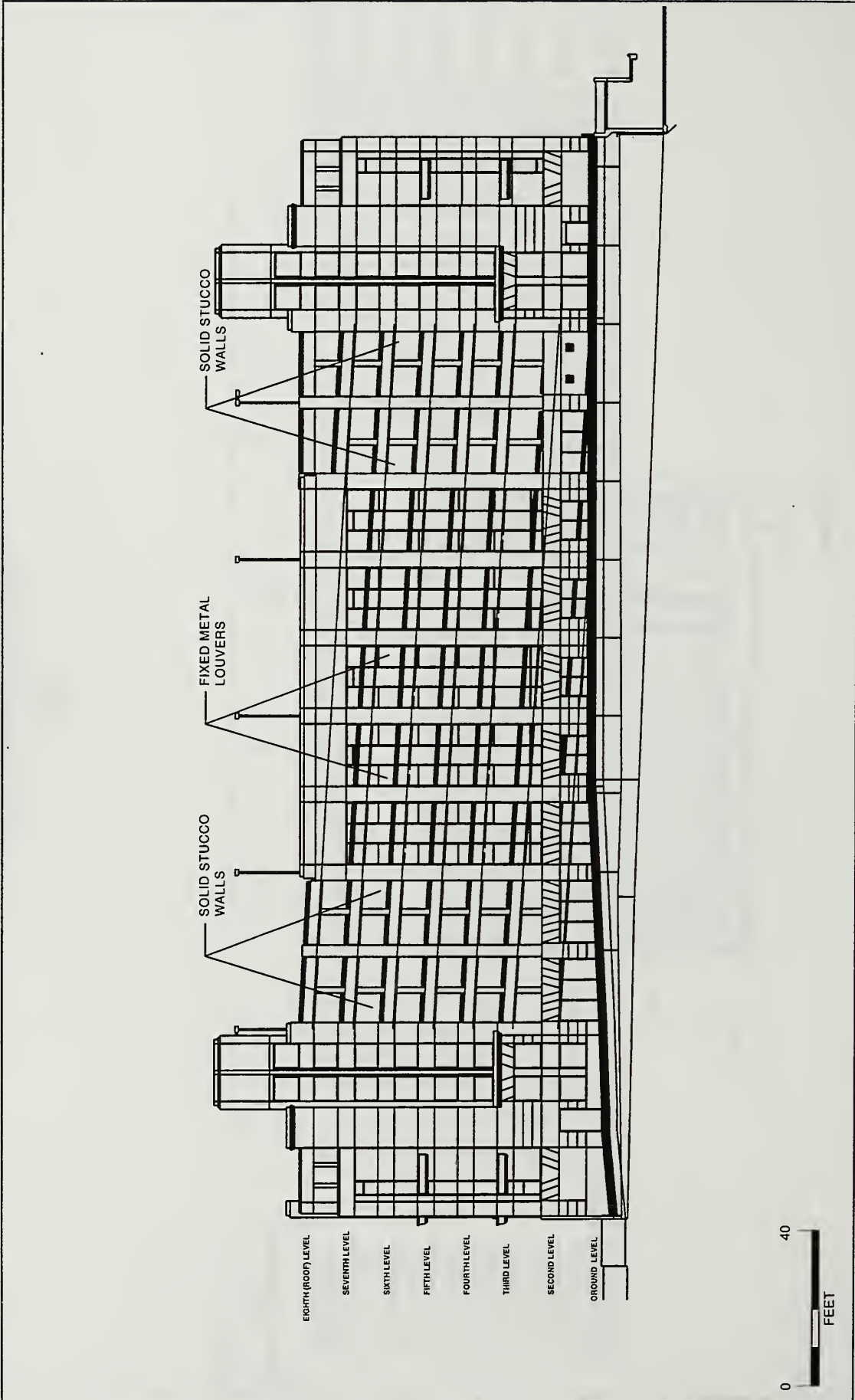
SOURCE: IPD



0 40
FEET

SOURCE: IPD


 HASTINGS COLLEGE OF LAW
 FIGURE 5: LARKIN STREET ELEVATION



HASTINGS COLLEGE OF LAW
FIGURE 6: SOUTH ELEVATION

SOURCE: IPD

openings on the south side would contain light-resistant metal louvers and mesh type screens to reduce noise and light intrusions to adjacent properties. An existing walnut tree just south of the property line in the rear yard of 270 McAllister Street would be retained. Two groupings of approximately eight poplar trees would be planted on the south side of the building to further screen the structure from adjacent residential uses. Approximately 14 street trees would be planted along Golden Gate Avenue and Larkin Street, and approximately 10 landscape trees would be planted along the walkway between the garage and the Hastings academic building. Approximately 300 of parking spaces would be allocated to Hastings students, faculty, staff, and 300 spaces for state employees and agencies² in the adjacent State Office Building on daily and monthly rate bases, with the remainder of the spaces open to the public. Parking spaces available to the public would be used by visitors to Hastings, jurors and participants at nearby court facilities, individuals accessing governmental services, and general public use. The garage would operate from 6 AM to 12 AM, seven days a week. Steel roll-down garage doors would restrict entry between 12 AM and 6 AM. Parking fees would be approximately \$5/day for Hastings students, \$7.50/day for Hastings faculty and staff, and market rate (approximately \$12/day or \$180/month) for state employees and the general public.

All lanes would be reversible, allowing two inbound lanes on Golden Gate Avenue and one outbound lane on Larkin Street to accommodate peak use periods, and to prevent queuing on adjacent streets and sidewalks. Automated Vehicle Identification (AVI) equipment would be placed on all four fare gates, allowing frequent parkers, such as state agency employees, to pass through the gates without ticket/fare collection, and to speed ingress/egress.

RESIDENTIAL UPGRADE

The proposed project would include improvements to the Hastings residential building at 100 McAllister Street, at Leavenworth Street, on Assessor's Block 348, Lot 6. The building is a 29-story, steel-framed structure with brick and terracotta cladding and un-reinforced brick

masonry infill. Construction of the building, initially known as the William Taylor Hotel, was completed in 1930. At the time it was the tallest building in San Francisco and the largest hotel west of Chicago. Built for the Methodist Church, the structure included a cathedral, a 400-seat auditorium, a dining room and coffee shop. The 6th through 14th floors were designed as a hotel and apartments for permanent residents were built on the 15th through 26th floor.

In 1933, the hotel was sold by the church and reopened as the Empire Hotel. During the Second World War the hotel was purchased by the federal government and was used by the War Department. It later housed other federal offices until it was declared surplus property in the 1970s. Hastings purchased the building in 1978 and converted it for use as student housing. The building (280,000 sf) houses approximately 300 students in 252 apartment units as well as the offices of the Civil Justice Clinic, student-run law journals, gymnasium, fitness center and a student lounge. The cathedral was later converted to a performance space used by local theater group.

The building's structural system, built nearly 70 years ago, has not been seismically strengthened. The fire/life-safety system is based on technology extant in the 1970s and was installed in 1981. Hastings recognizes and accepts its responsibilities relating to the provision of safe, code-compliant on-campus student housing. The importance of the student housing program to the institution has become more pronounced in recent years with the increasing difficulties students have found in locating convenient, affordable housing. Hastings' goal is to maximize the use of its existing facility and to ensure that the building is well maintained and that its core building systems are periodically upgraded to meet current standards.

In tandem with the seismic and fire life-safety upgrades described below, Hastings intends to increase the residential capacity of the building by adding 80 new apartments for student occupancy, from 252 units to 332 units. This would be achieved by subdividing existing

apartments and converting space currently allocated to commercial tenants on the fourth floor for residential use.

The following work elements at 100 McAllister Street would be financed and undertaken in conjunction with the parking garage:

- Phase I Seismic Upgrades – Achieve a limited scope of seismic work representing a series of “spot” strengthening measures in the interior structure of the building intended to assist exiting in a seismic event or other emergency.
- Fire and Life-Safety Systems - Replace the existing fire alarm and life-safety system with a new control panel and install an addressable system with visible and audible alarms, increase emergency exit capacity by replacing an exterior fire escape with a new interior exit stair, and convert two exit stairways into "smokeproof towers," with mechanical pressurization equipment to be located on rooftop mechanical enclosures. An exterior fire escape from the fourth through the 14th floor would be removed. Additional accessibility improvements, as required by the Americans with Disabilities Act (ADA) and Title 24 requirements, would be incorporated as necessary with the fire/life-safety upgrades.
- Residential Capacity - Increase the residential capacity in the building by adding 80 new apartments for student occupancy, from 252 units to 332 units. This would be achieved by subdividing existing apartments and converting space currently allocated to commercial tenants for residential use.

With the exception of removing an exterior fire escape and some window infill at the ground floor, the proposed improvements would be in the interior of the 100 McAllister Street building or in mechanical rooms on the roof.

E. PROJECT SCHEDULE

Construction of the proposed parking garage is anticipated to begin in August 2002. The construction period would last approximately 18 months and would be completed in January 2004. International Parking Design, Inc. (IPD) would be the parking garage architect. Patri-Merker Architects would be the architects for the 100 McAllister Street upgrade project. Construction staging areas would be located at the project site.

Construction of the proposed residential upgrade project would commence in May 2003 and would be phased over 24 months to permit work to occur while maintaining occupancy of the building, and to minimize the number of units unavailable for student rental during the construction period. The start of renovations and upgrades would be scheduled at the end of the academic calendar year to minimize disruptions to residents. Construction staging areas would be located in the interior of the building.

F. PROJECT APPROVALS

The first step in processing the proposed project is a public review of the Draft EIR. Following the 45-day public review period, Hastings will prepare the Final EIR. The Final EIR for the project will consist of the Draft EIR or revisions of the Draft EIR, the comments received through the public review process, Hastings' responses to significant environmental points raised during the public review period, and a list of persons, organizations, and public agencies commenting on the Draft EIR. The Final EIR will then be distributed to interested parties and other organizations and entities as required by law. Hastings will certify that the EIR has been prepared in compliance with the California Environmental Quality Act and has been considered in the decision-making process, pursuant to Public Resources Code Section 21108. Hastings' decision to proceed with the project or to consider other actions that would achieve project objectives will be stated in a Notice of Determination filed with the State of California, Office of Planning and Research.

This EIR is intended to be used by Hastings in its decision-making process and to provide Hastings and the public with detailed information on the environmental consequences of the proposed project as well as feasible mitigation measures which would reduce potentially significant impacts to a less-than-significant level.

NOTES – Project Description

- ¹ State Department of General Services, Real Estate Services Division, *Hastings College of the Law, McAllister Student Housing Tower, 100 McAllister Street, Building Remodel and Improvements Seismic/Life/Safety/ADA Study Budget Package – Work Order 107454*. Prepared by Patri-Merker Architects, January 1, 2001.
- ² The DGS has entered into an exclusive agreement with Hastings for up to 300 spaces in the garage for state agencies and employees.

III. ENVIRONMENTAL SETTING AND IMPACTS

A. LAND USE, PLANS AND ZONING

This section identifies the land use setting and applicable plans and policies which relate to the proposed parking garage project. This section also identifies potential impacts to land use, plans, and zoning, if any, and proposed mitigation measures to reduce those conflicts, if necessary. As a State project, the proposed parking garage is not subject to local codes or regulations. The discussion below is provided for informational purposes and for context.

The Initial Study found that the proposed residential upgrade project would have no impact to land use, plans, or zoning (see Initial Study, Appendix A) and is therefore not evaluated in this section of the EIR. Primary sources for this section include the *State of California San Francisco Civic Center Complex Draft EIR*,¹ the *San Francisco Planning Code*,² the *San Francisco General Plan*,³ and the *Civic Center Area Plan*.⁴ Site visits were also conducted to confirm existing land use information.

SETTING

LAND USE

The 33,875-sq.-ft. (0.77-acre) garage site consists of six parcels currently used as a surface parking lot on the southeastern corner of Golden Gate Avenue and Larkin Street. The remainder of the block is occupied by six-story building housing various Hastings academic uses at 200 McAllister Street to the east, and five-story residential and hotel uses, some with ground-floor retail, directly to the south. The Civic Center Power House occupies the parcel on the southwest corner of the block at McAllister and Larkin Streets, approximately 50 feet south of the project site. Residential uses, including senior housing, are located immediately north of the project site across Golden Gate Avenue. Existing land uses on the project site and the immediate vicinity are shown in Figure 7.



SOURCE: EIP Associates, City and County of San Francisco

EIP

HASTINGS COLLEGE OF LAW

FIGURE 7: EXISTING LAND USES IN THE PROJECT VICINITY

The project site is just north of San Francisco's Civic Center. Due to this proximity, Hastings is often referred to as being a part of the Civic Center. The Civic Center functions as a central area for institutional and governmental uses. Numerous federal, state, and local government buildings are located here. Private offices, storefront retail uses, restaurants, performing arts venues, and residential uses are located in the area as well. A large public open space, Civic Center Plaza, is approximately 150 feet to the southwest of the project site, and is bounded by McAllister Street, Larkin Street, Grove Street, and Polk Street.

San Francisco's City Hall, the Department of Public Health, the Bill Graham Civic Auditorium, the Main Library, the under-construction New Asian Art Museum, the California State Building and other civic buildings surround Civic Center Plaza.

Surrounding the core of public buildings is a second ring of public buildings, including the old Federal Building on United Nations Plaza, the San Francisco Unified School District headquarters on Van Ness Avenue and Hayes Street, the Louise M. Davies Symphony Hall on Van Ness Avenue at Grove Street, the Opera House and Veterans Building on Van Ness Avenue between McAllister and Grove, and the Edmund G. Brown State Office Building on Van Ness Avenue at McAllister Street. The Philip Burton Federal Building is at 450 Golden Gate Avenue, immediately to the northwest of the project site, and the State Office Building at 455 Golden Gate Avenue is immediately west of the site. Major parking facilities in the area include the Civic Center Garage and various off-street surface parking lots.

Beyond the immediate vicinity of the project sites moving north, the principal land uses change from public and governmental uses to housing, retail, and community services. These blocks are considered part of the Tenderloin neighborhood, which is defined by the North of Market Planning Coalition as the area bounded by Post Street, Powell Street, Market Street, and Van Ness Avenue. The blocks northeast of the project site are characteristic of much of the Tenderloin. The principal land use is residential, including apartments, residential hotels,

and senior housing. Retail uses, service businesses, and social service offices, are found on the ground floors of many residential buildings. Religious, health, educational, employment, and various other community services are also found throughout the neighborhood with a cluster located on Golden Gate Avenue, between Hyde and Jones Streets. Some automotive-oriented uses, including car washes and repair shops, are also located here. The Tenderloin Elementary School, on the northeast corner of Van Ness Avenue and Elm Street, is approximately 600 feet to the northwest of the garage site.

In 1985, the City adopted the North of Market Residential Special Use District (City Planning Code Section 249.5) with controls intended to protect and enhance important housing resources in the areas near downtown, to conserve and upgrade existing low- and moderate-income housing stock, preserve buildings of architectural and historic importance, preserve the existing scale and development, maintain sunlight in public places, encourage new in-fill housing at compatible density, limit the development of tourist hotels and other commercial uses that could adversely impact the residential nature of the area, and limit the number of commercial establishments which are not intended primarily for customers who are residents of the area. The special use district has irregular boundaries that are generally contiguous with the RC-4 district, and is encompassed by Post and O'Farrell Streets to the north; Polk Street to the west, Golden Gate Avenue to the south, and Jones Street to the east (see Figure 8). The district also includes the westerly portion of the project site and the blocks immediately to the north, along Turk Street.

PLANS AND POLICIES

State Plans

No State-level plans have immediate influence over the specified project sites. However, the San Francisco/Oakland State Facilities Plan, prepared in 1992 by the Department of General Services, provides a guide for the management and development of State-owned and State-

leased office facilities in the San Francisco Bay Area. The plan was prepared in response to damage to three major State-owned office buildings in the Bay Area that occurred during the 1989 Loma Prieta earthquake and encompasses certain facilities in the vicinity of the project sites.

The primary goal of the San Francisco/Oakland State Facilities Plan is to provide consolidated office space in San Francisco that would satisfy the ten-year growth needs of statewide-serving agencies in the Bay Area. The Civic Center Area is identified as a specific location for such a consolidation of office space. A major element of the plan was implemented in 1998 with the renovation of the California State Building at 350 McAllister Street and the construction of the State Office Building at 455 Golden Gate Avenue.

City of San Francisco Plans and Zoning

The proposed project, as a State building to be constructed on State land, would not be subject to City of San Francisco plans and codes. The discussion herein of *San Francisco Master Plan* policies and City Zoning Code requirements is presented for informational purposes. Although state projects constructed on state property are exempt from the requirements of local building codes, local jurisdictions are given the opportunity to comment on the project. While such comments will be carefully considered, the State is under no obligation to incorporate them.

San Francisco General Plan

Some key objectives and policies of the *San Francisco General Plan*, as they relate to the Civic Center Area, are as follows:

Commerce and Industry Element

- “Promote San Francisco, particularly the civic center, as a location for local, regional, state and federal governmental functions.”⁵

Recreation Element

- “Develop and maintain a diversified and balanced citywide system of high quality public open space”⁶

Transportation Element

- “Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.”⁷
- “Establish public transit as the primary mode of transportation in San Francisco and as a means through which to guide future development and improve regional mobility and air quality.”⁸
- “Assure that new or enlarged parking facilities meet need, locational, and design criteria.”⁹
- “Maximize the efficient use of land devoted to parking by consolidating adjacent surface lots and garages into a parking structure, possibly containing residential, commercial or other uses”¹⁰
- “In any large development, allocate a portion of the provided off-street parking spaces for compact automobiles, van pools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of their proportion of the city’s vehicle population.”¹¹
- “Set rates to encourage short-term over long-term automobile parking.”¹²
- “Protect residential neighborhoods from the parking impacts of nearby traffic generators.”¹³

Urban Design Element

- “Respect the character of older development nearby in the design of new buildings.”¹⁴
- “Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.”¹⁵
- “Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.”¹⁶
- “Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.”¹⁷
- “Design walkways and parking facilities to minimize danger to pedestrians.”¹⁸

Environmental Protection Element

- “Assure that all new development meets strict environmental quality standards and recognizes human needs.”¹⁹

Community Facilities Element

- “Assure that institutional uses are located in a manner that will enhance their efficient and effective use.”²⁰

The Civic Center Area Plan

The *Civic Center Area Plan*, an element of the *San Francisco General Plan*, was adopted in 1974 and reviewed in 1994. The 1994 review document, the published *Civic Center Study*, reviews policy and development goals for the Civic Center proper as well as “ring” neighborhoods, including North of Market, Mid-Market, South Van Ness, and Hayes Valley. The study proposes strategies to revitalize those areas using existing public resources focused on specific geographic areas to create safe and attractive destinations that will stimulate long-term private sector investments in these areas. The study proposes a goal to achieve a safe, dynamic and pleasant 24-hour “campus” of the Civic Center and its environs. Objectives and policies in the *Civic Center Area Plan* include:

- “Maintain and reinforce the Civic Center as the symbolic and ceremonial focus of community government and culture.”²¹
- Maintain the formal architectural character of the Civic Center.²²
- Develop the Civic Center as a cohesive area for the administrative functions of City, State, and Federal Government, and as a focal point for cultural, ceremonial and community activities.²³
- Locate civic cultural facilities in the Civic Center.²⁴
- Provide convenient access to and circulation within the Civic Center, and support facilities and services.²⁵
- Locate buildings employing large numbers of employees and/or attracting large numbers of visitors in convenient pedestrian proximity to public transit and off-street parking facilities.²⁶

- Locate parking facilities beyond the western periphery of the Civic Center core, with direct vehicular access to major thoroughfares.²⁷
- Provide and price parking for short-term visitor use, and discourage long-term parking. Encourage transit use as the primary means of access to the Civic Center.²⁸
- Encourage privately-operated support and personal service establishments to locate within the Civic Center area.²⁹

ZONING

The parking garage site is zoned RC-4 (Residential Commercial High Density) in the *San Francisco Planning Code* allowing for dense residential structures with ground floor street-fronting retail uses (see Figure 8). This RC-4 district is also part of the North of Market Residential Special Use District (Section 249.5 of the *Planning Code*) which is an overlay zone that implements policies intended to protect and enhance low- and moderate-cost housing resources, to limit commercial and hotel development that could adversely affect residential uses, and to preserve architectural resources and existing scale of development. The project site is located in an 80-T Height and Bulk District, which implements an 80-foot height limit with an additional height allowed of 16 ft. for mechanical projections [Section 260(B)]. This zoning designation also applies generally to the areas immediately north of the project site.

In general, the areas to the southwest of the project sites are zoned P (Public Use) and contain many of the public uses associated with the Civic Center Area.

For projects under City jurisdiction, the *Planning Code*, which incorporates by reference the City Zoning maps, governs permitted uses, densities and configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to the provisions of the Code. The State is not subject to local planning and zoning regulations.

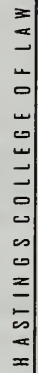


FIGURE 8: CITY AND COUNTY OF SAN FRANCISCO ZONING AND HEIGHT & BULK DISTRICTS IN THE PROJECT AREA

RELATIONSHIP TO LAND USE, PLANS AND POLICIES

As discussed in the Initial Study (Appendix A, page 26) the proposed parking garage project would not have significant adverse effects on land use, plans, or zoning. The proposed parking garage would be a state project constructed on state-owned land, and would not be subject to local regulations. The following discussion is provided for informational purposes.

Land Use

The proposed project would retain the existing parking uses on the project site. Although there would be an increased intensity of use at the project site, this use would not substantially disrupt or divide existing land uses. The existing pattern of ground-floor retail uses in the immediate vicinity of the project site would be maintained and enhanced by the new ground-floor retail space. Other public uses in the Civic Center Area would not be affected. The garage would be located on a site currently used for surface parking; the project would be urban in-fill that would not disrupt or divide the neighborhood.

Plans and Policies

The project would generally respond to San Francisco General Plan policies and objectives, including Commerce and Industry, Recreation, Transportation, Urban Design, Environmental Protection, Community Facilities and the Civic Center Area Plan:

- In relation to the Commerce and Industry Element, the project would provide additional public parking for visitors to the San Francisco Civic Center and at Hastings College of the Law.
- In relation to the Parks and Recreation Element, the project would not reduce the size, quantity, or usefulness of important public open space in the Civic Center area.
- In relation to the Transportation Element, the project would provide additional on-site parking carpool and vanpool opportunities in the Civic Center; would provide a parking facility that reduces the need for on-street parking in the neighborhood, thereby protecting the neighborhood from the parking impacts of nearby traffic

generators (institutions); would create additional parking resources with which to manage parking supply at employment centers; would create a parking facility that meets locational and design criteria; and would discourage surface parking through a consolidated parking structure that includes commercial use. The garage would operate to provide both long-term and short-term parking. The garage would also add bike lockers and shower facilities.

The project would not respond to some of the objectives and policies in the Transportation Element that relate to the preference of public transit as the preferred mode of transportation. The garage would accommodate the use of private automobiles over other forms of transit. As a result, the project would respond to parking-related policies discussed in the General Plan but would not directly respond to transit-related policies.

- In relation to the Urban Design Element, the project would generally respond to existing height and bulks in the neighborhood. Ground-floor retail uses in the proposed parking structure would relate to the existing character of nearby land uses. The project would provide landscaping, lighting and pedestrian scale elements, including street trees along Golden Gate Avenue and Larkin Street.
- In relation to the Environmental Protection Element, the project would meet all appropriate environmental quality standards and would meet human needs including parking and safety needs.
- In relation to the Community Facilities Element, the project would provide additional public parking for visitors to the San Francisco Civic Center and at Hastings College of the Law, thereby enhancing their efficient and effective use.
- In relation to the Civic Center Area Plan, the garage project would respond to the Civic Center Area plan in that it would support the goal of maintaining and reinforcing access to the Civic Center as the primary site for government administration, judicial services, public gathering, and as a center for art and culture. Further, the project would not disrupt core public uses in the Civic Center Area and would maintain the existing character of the neighborhoods in the immediate vicinity of the project area.

As discussed above, the garage responds to a range of several plan policies and objectives and may conflict with others. Policy conflicts in and of themselves are not considered significant physical environmental effects. The policies are intended to provide guidance to public bodies in their review of proposed projects. The project's physical effects on visual quality, shadows, and transportation are discussed in their respective sections in this EIR.

The proposed parking would be generally compatible with the *Planning Code*. The parking structure with ground-floor retail uses would be in a use district zoned for high-density residential/commercial, at the edge of the residential district in a transitional zone between public uses to the west and south, and mixed residential/commercial areas to the north. The site is directly adjacent to non-residential zoning classifications (P - Public) on the east and west sides, and a portion of the south side. Parking facilities are permitted as a conditional use in RC-4 Use Districts. The proposed ground-floor, street-level uses would be consistent with allowable uses in RC-4 Districts. As a result, the proposed project would be generally compatible with allowable uses in this zoning district.

The North of Market Special Use District is intended to protect and enhance low and moderate income housing, among other goals. The proposed project increases the overall housing supply in the area by the addition of 80 units to the 252-units currently located at 100 McAllister in addition to financially supporting fire/life-safety, seismic and ADA upgrades to the facility. The parking garage project would not include new infill housing. However, the project would not adversely affect buildings of architectural or historic importance and would generally maintain the existing scale of development. The project would maintain sunlight in public places (see Sections III.D, Visual Quality, and III.E Shadows for further discussion), and would not include tourist hotels or other commercial development that could adversely affect the neighborhood. The street level retail uses proposed as part of the garage would serve the Hastings community and the neighborhood.

The 80-foot-tall parking garage would be consistent with the 80-T Height and Bulk Limit for the site. Mechanical rooms associated with the elevator towers would project an additional 27 feet above the parapet, which would be inconsistent with the *Planning Code* height limits. The code allows for mechanical or architectural projections up to 16 feet [Section 261 (B)]. The elevator mechanical rooms would exceed that limit by about 11 feet. The potential physical environmental effects of these mechanical rooms would include shadow and visual

impacts. As discussed in Section III.E, Shadows, the proposed project would have no impact on open spaces regulated by the City's Planning Code Section 295, which limits new shadow from projects under city jurisdiction on Recreation and Parks Department properties. As described in Section III.D, Visual Quality, the proposed project would not block views of the Civic Center Plaza or substantially degrade the existing visual character of the neighborhood, nor would it remove scenic resources, as none are present on the project site. The mechanical rooms would be visible from the Civic Center but would not substantially detract from the visual prominence of the core buildings surrounding the Civic Center Plaza. As a result, project inconsistencies with the City's *Planning Code* Height and Bulk Limits would not create substantially adverse environmental impacts.

NOTES – Land Use, Plans, and Zoning

- ¹ State Department of General Services, *State of California San Francisco Civic Center Complex Draft EIR*, Sacramento, California, November 4, 1994.
- ² City and County of San Francisco, *San Francisco Planning Code*, Volumes I and II, San Francisco, California.
- ³ City and County of San Francisco, *San Francisco General Plan*, San Francisco, California, 1995
- ⁴ City and County of San Francisco, *Civic Center Area Plan*, an element of the *San Francisco General Plan*, 1994.
- ⁵ City and County of San Francisco, *San Francisco General Plan*, 1995, p. I.2.40
- ⁶ Op. cit., p. I.3.7
- ⁷ Op. cit., p. I.4.12
- ⁸ Op. cit., p. I.4.25
- ⁹ Op. cit., p. I.4.64
- ¹⁰ Op. cit., p. I.4.65
- ¹¹ Op. cit., p. I.4.66
- ¹² Op. cit., p. I.4.66
- ¹³ Op. cit., p. I.4.68
- ¹⁴ Op. cit., p. I.5.24
- ¹⁵ Op. cit., p. I.5.32
- ¹⁶ Op. cit., p. I.5.33

- 17 Op. cit., p. I.5.33
18 Op. cit., p. I.5.48
19 Op. cit., p. I.6.4
20 Op. cit., p. I.7.21
21 City and County of San Francisco, *Civic Center Area Plan*, 1994, p. II.4.2
22 Op. cit., p. II.4.2
23 Op. cit., p. II.4.3
24 Op. cit., p. II.4.4
25 Op. cit., p. II.4.4
26 Op. cit., p. II.4.4
27 Op. cit., p. II.4.5
28 Op. cit., p. II.4.5
29 Op. cit., p. II.4.5

B. TRANSPORTATION AND CIRCULATION

This section identifies the existing traffic and circulation setting for the proposed parking garage project. This section also identifies potential impacts to transportation and circulation resulting from the proposed project, and provides mitigation measures to reduce or eliminate those impacts, if applicable. It was determined that the proposed residential upgrade project would have no impact to transportation or circulation (see Initial Study, Appendix A) and is therefore not evaluated in this portion of the EIR. This section is based on the *Hastings College of the Law Transportation Study* completed by Fehr & Peers, Inc.¹

SETTING

TRAFFIC

Regional access to and from the proposed garage site is available via Interstates 280 and 80, and US 101. The I-280 freeway facility provides access to and from the area west of San Francisco, the South Bay, and the Peninsula. Access to the project site is provided via the connection of I-280 with US 101 south of downtown San Francisco to the on and off-ramps located on Howard Street at Erie Street and Van Ness Avenue. Access to the Peninsula via US 101 southbound is provided via the on-ramp at 13th Street and South Van Ness Avenue. The I-80 freeway facility includes the San Francisco Bay Bridge and provides regional access to the project site from the East Bay. Access to the East Bay is provided via the on-ramp to I-80 at Eighth and Bryant Streets. Access from the East Bay is provided via the I-80 off-ramp at Eighth and Harrison Streets. From the South Bay, access to the project site is via the eastbound I-80 off-ramp at Seventh Street and access from the site is via the westbound on-ramp at the intersection of Harrison and Seventh Streets. US 101 provides regional access from the north via Van Ness Avenue, Lombard Street, and the Golden Gate Bridge, and to the East Bay and Bay Bridge via I- 80.

Van Ness Avenue (US 101) serves as an extension of US 101 from the Van Ness Avenue at 13th Street exit to the Golden Gate Bridge. In the project vicinity, this two-way roadway has three lanes in each direction and serves as the primary route to and from the South Bay and North Bay. The San Francisco General Plan identifies Van Ness Avenue as a Major Arterial, a Transit Preferential Street, a Primary Vehicular Street, a Neighborhood Pedestrian Street, and a Citywide Pedestrian Network Street.

Market Street generally provides two lanes of travel in each direction from The Embarcadero to Portola Drive in Twin Peaks, providing access to the downtown and the southeast areas of San Francisco. According to the San Francisco General Plan, this roadway is designated as a Transit Preferential Street between Castro and Steuart Streets. Transit stops are at the curbside and at raised islands along Market Street. Market Street is designated as a Neighborhood Pedestrian Street, is a part of the Citywide Pedestrian Network, and is part of the Citywide Bicycle Route (with intermittent bicycle lanes) Network.

McAllister Street runs from Market and Jones Streets to Masonic Avenue. It is one way with three lanes from Market Street to Hyde Street and two way with two lanes in each direction west of Hyde Street. This is identified as a Secondary Transit Street and a Neighborhood Pedestrian Street between Market Street and Van Ness Avenue.

Golden Gate Avenue is a three-lane, one-way roadway eastbound from Arguello Boulevard and terminating at the intersection of Taylor Street and Market Street. Golden Gate Avenue is designated a Major Arterial between Market Street and Masonic Avenue, a Neighborhood Pedestrian Street between Market Street and Van Ness Avenue, a Citywide Bicycle Route between Market and Lyon Streets, and a Freight Traffic Route from Masonic Avenue to Market Street.

Larkin Street is one way with three northbound lanes from Market Street to California Street except between McAllister Street and Grove Street, where it is a two-way street with

the addition of one southbound lane. The San Francisco General Plan identifies Larkin Street as a Secondary Arterial Street between Market and Pine Streets, a Citywide Bicycle Route from Market to Turk Streets, and a Neighborhood Network Connection Street between Grove and Post Streets.

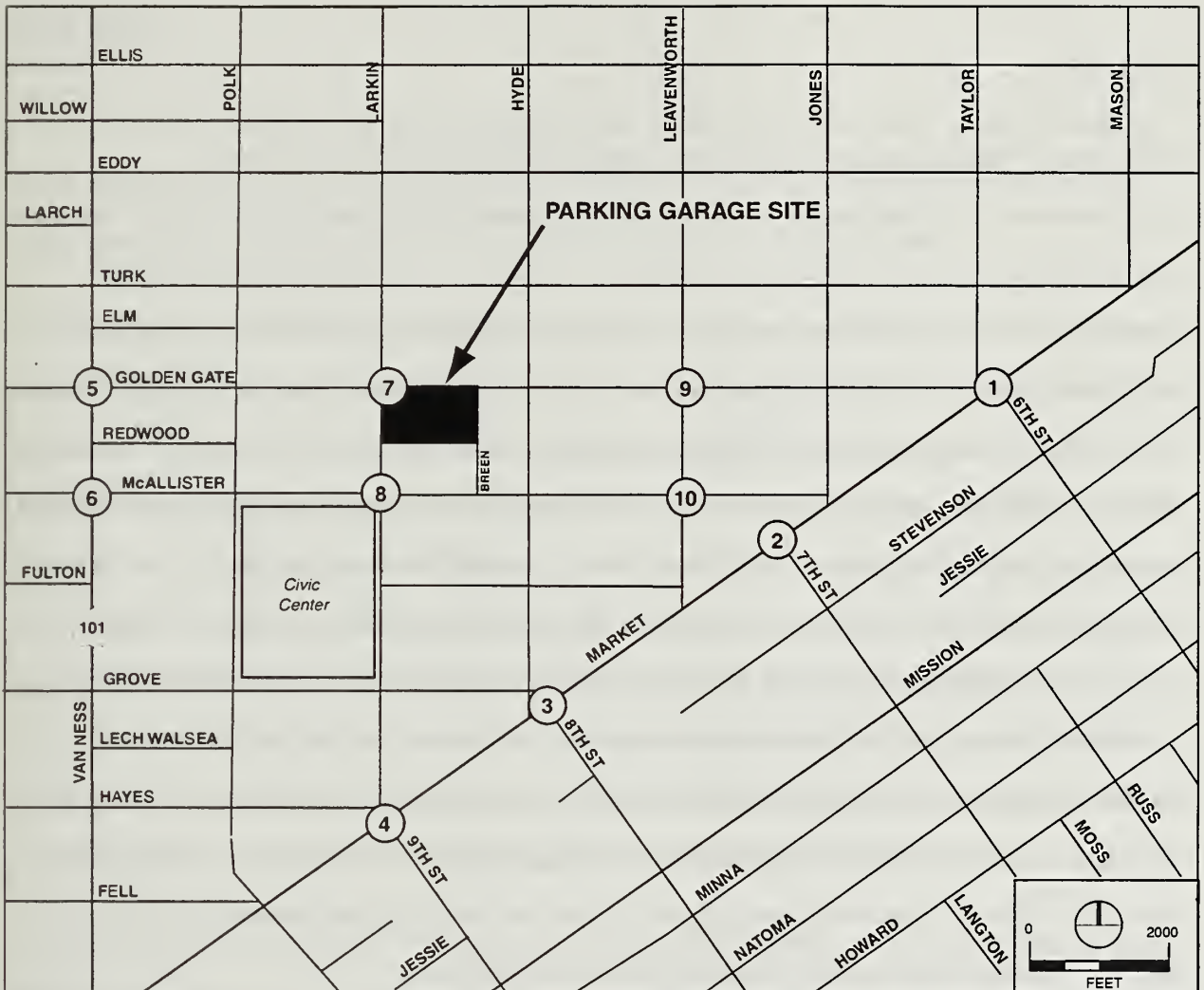
Leavenworth Street runs from McAllister to Jefferson Streets. It is one way with three northbound lanes from McAllister to Post Streets and two northbound lanes from Post to California Streets. North of California Street, Leavenworth runs two way with one lane in each direction. The San Francisco General Plan identifies Leavenworth Street as a Secondary Arterial between McAllister and Pine Streets.

Ninth Street begins at Market Street and operates one way with four northbound lanes, between Market and Division Streets. It provides direct access to the Civic Center area from US 101 and I-80. It is part of a couplet with southbound Tenth Street. The San Francisco General Plan identifies Ninth Street as a Major Arterial, a Neighborhood Connection Street, and a Freight Traffic Route between Market and Brannan Streets

Intersection Conditions

Intersection operations are typically described by Level of Service (LOS), which rates the average delay experienced by motorists passing through an intersection from A to F. LOS A indicates free flow conditions with little or no delay, while LOS F indicates heavily congested conditions with extended delays. LOS A through D are considered acceptable conditions, and LOS E and F are considered unacceptable.

Ten intersections in the project vicinity were selected for analysis for weekday PM peak-hour conditions, between 4:30 PM and 5:30 PM, representing the time with the highest level of congestion. Figure 9 shows the local street network and the study intersections. Under existing conditions, all study intersections operate at LOS A or B (acceptable) (see Table 6 on p. III-29).



SOURCE: Fehr & Peers Associates, Inc.

- ① 6TH STREET/MARKET STREET
- ② 7TH STREET/MARKET STREET
- ③ 8TH STREET/MARKET STREET
- ④ 9TH STREET/MARKET STREET
- ⑤ GOLDEN GATE AVENUE/VAN NESS AVENUE
- ⑥ McALLISTER STREET/ VAN NESS AVENUE
- ⑦ GOLDEN GATE AVENUE/LARKIN STREET
- ⑧ McALLISTER STREET/ LARKIN STREET
- ⑨ GOLDEN GATE AVENUE/LEAVENWORTH STREET
- ⑩ McALLISTER STREET/ LEAVENWORTH STREET

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FIGURE 9: STUDY INTERSECTIONS

TRANSIT

The project vicinity is served by the San Francisco Municipal Railway (Muni).

Approximately 20 Muni stops are within walking distance of the project site, with routes that provide radial service to and from the downtown area, as well as north-south crosstown routes. Muni bus lines operate on Larkin, Hyde, Turk, McAllister, Market, Hayes, Eighth, and Ninth Streets. Additional Muni bus lines also operate on Van Ness Avenue and Golden Gate Avenue. The closest Muni stops to the project site are on Larkin Street at Golden Gate Avenue serving the 19-Polk bus line, on Hyde Street at McAllister Street serving the 5-Fulton electric trolley bus line, and on McAllister Street at Larkin Street serving the 19 line. Seven stops (Muni lines 6, 7, 8, 9, 21, 66 and 71) are also located along Market Street between Seventh and Tenth Streets serving Muni lines, including the Muni Historic Streetcar (F-line). Overhead lines serving Muni transit in the project area are on Golden Gate Avenue and Larkin Street, and are supported by poles located in the sidewalk. Muni Metro lines are also accessible at the Civic Center Station, located at Eighth Street / Hyde Street / Market Street about three blocks from the garage site, and at the Van Ness Station, located at Van Ness Avenue / Market Street, about five blocks from the garage site.

Several regional transit operators provide service to the project site. Regional transit service to and from the East Bay and the peninsula is provided by the Bay Area Rapid Transit District (BART), which stops at the Civic Center Station.

Other regional service is provided by SamTrans which operates along Mission Street and stops within four blocks of the project site, the CalTrain Depot which is located at Fourth and Townsend Streets about two miles from the project site, and Golden Gate Transit which has an inbound stop about one-half block from the project site at Golden Gate Avenue and Hyde Street.

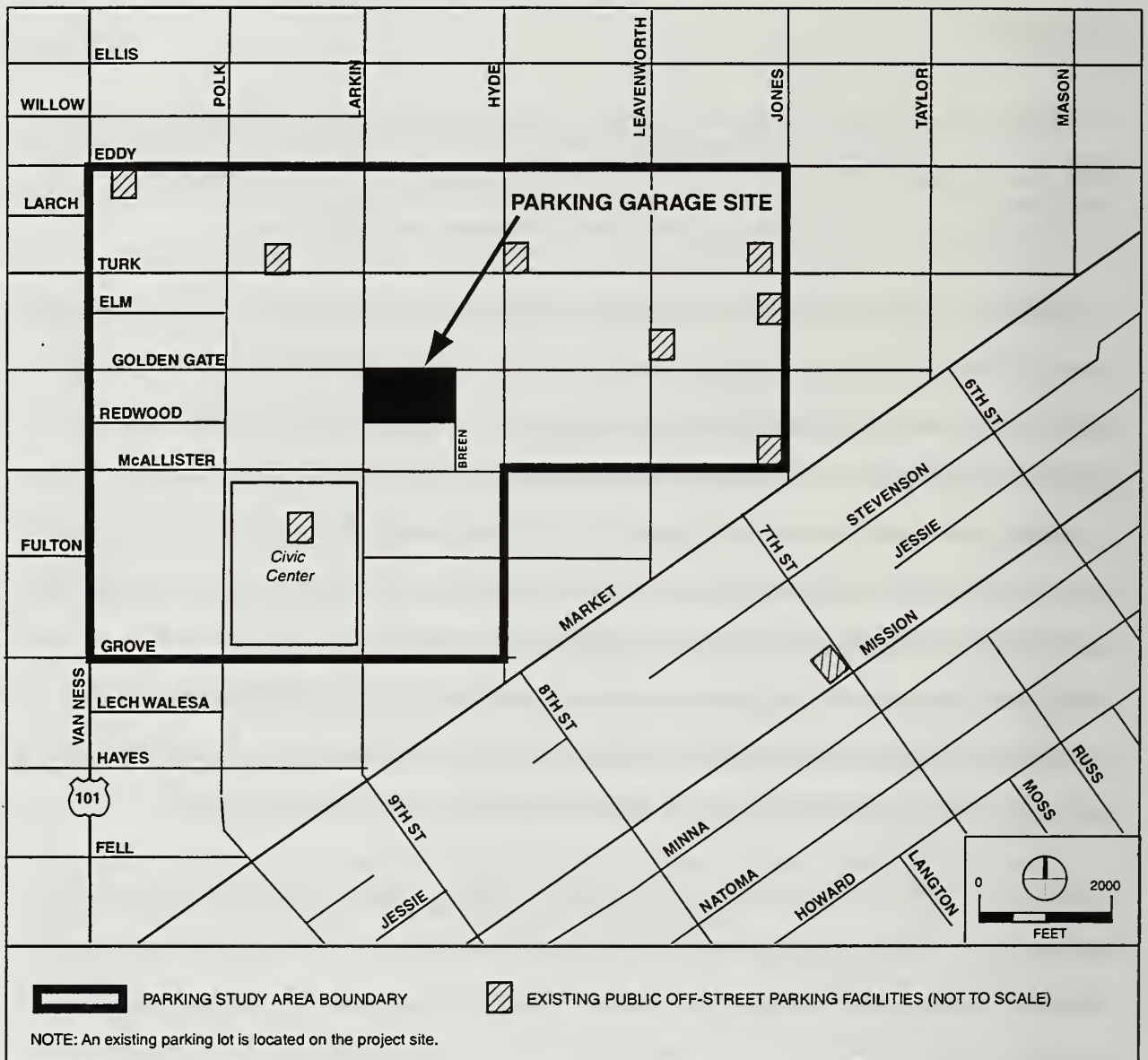
PARKING

There are approximately 155 parking spaces at the project site for use by Hastings faculty, staff, and the general public. Up to 175-200 vehicles can and are often accommodated with valet operations. Vehicles enter and exit from a driveway on Larkin Street.

An inventory of on- and off-street parking facilities in the project vicinity was conducted on October 26, 2001 during the weekday midday hours between 1:00 PM to 3:00 PM, which represents the peak period for parking accumulation. Parking data collected in the area bounded by Eddy Street to the north, Jones Street to the east, Grove Street to the south, and Van Ness Avenue to the west (see Figure 10). The study area includes one major garage, at the Civic Center Plaza, with a capacity of about 840 spaces. One existing off-street parking area south of Market Street, at Seventh and Mission Streets, was also included in the inventory². Off-street parking within the study area consists of 10 publicly accessible off-street lots and garages, including the project site lot. Table 2 summarizes the supply, demand, and occupancy rates of the existing off-street parking facilities in the peak-hour.

As shown in Table 2 on page III-22, approximately 2,210 parking spaces are available to the general public within the study area and on a typical weekday, the average occupancy rate for off-street parking is approximately 95 percent. This indicates that off-street parking is essentially full.

The inventory of on-street parking was based on field observations and parking data for metered and unmetered parking spaces. Approximately 78 percent of the curbside parking is occupied during an average weekday midday period between 1:00 PM to 3:00 PM. On-street parking data showed a higher occupancy rate (84 percent) closer to Van Ness Avenue and the Civic Center area during a special event at the Bill Graham Civic Center Auditorium.



SOURCE: Fehr & Peers Associates, Inc.

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FIGURE 10: EXISTING OFF-STREET PARKING LOCATIONS

TABLE 2
OFF-STREET PARKING INVENTORY AND OCCUPANCY RATE¹ (MIDDAY)

Type	Name or Location	Supply	Occupancy	Percent Occupied
Lot	Larkin St. between Golden Gate Ave. & McAllister Ave. (Project Site)	155	148	96%
Garage	Civic Center Garage	843	894	106% ²
Lot	Jones St. / McAllister St.	160	126	79%
Lot	Mission St. between Seventh St. & Eighth St.	841	774	92%
Lot	Turk St. between Polk St. & Larkin St.	60	60	100%
Lot	Eddy St. b/w Van Ness Ave. & Polk St.	12	10	83%
Lot	Jones St. b/w Turk St. & Golden Gate St.	56	26	46%
Lot	Turk St. b/w Leavenworth St. & Jones St.	33	25	76%
Lot	Turk St. b/w Hyde St. & Leavenworth St.	40	35	88%
Lot	Leavenworth St. b/w Golden Gate Ave. & McAllister St.	13	8	62%
Total		2,213	2,106	
Average Occupancy Rate				95%

Notes:

1. This table summarizes off-street parking facilities available to the public within the project site. Various private residential and commercial lots and garages are also located throughout the project site; however, they are inaccessible without authorization.
2. Valet parking at this garage allow more cars to park than there are marked parking spaces.

Source: Fehr & Peers

Total existing on- and off-street parking supply is about 2,880 spaces. Total peak (midday) parking demand is approximately 2,520 spaces, to an average occupancy rate of about 87 percent in the study area.

PEDESTRIAN/BICYCLE CONDITIONS

Pedestrian volume counts were conducted at the Golden Gate Avenue/Larkin Street and McAllister/Larkin Street crosswalks on October 17, 2001 in the PM peak period. The study uses the methodologies contained in the 1994 *Highway Capacity Manual*, which analyzes the average 15-minute pedestrian volume of the peak-hour.

Under existing conditions, pedestrian volumes at these locations were LOS A, indicating free-flow conditions were observed. Land uses in the project vicinity do not result in congestion at the crosswalks of Larkin Street at Golden Gate Avenue and McAllister Avenue in the PM peak-hour.

The San Francisco General Plan designates Grove, Polk, Larkin, and Market Streets as Preferred Commute Bike Routes in the vicinity of the study area. However, only Grove Street is currently posted as a bicycle route.

IMPACTS AND MITIGATION

SIGNIFICANCE CRITERIA

Consistent with the City of San Francisco's *Transportation Guidelines for Environmental Review*, January 2000 and the methodologies contained in the *Highway Capacity Manual*, 1994, the following thresholds were used for determining the significance of project-related transportation and circulation impacts:

- *Traffic* – Project impacts would be considered significant if the project causes the level of service to change from LOS A through D to LOS E or F, or from LOS E to LOS F.
- *Parking* – Project impacts would be considered significant if the project caused deficiency in parking supply relative to the estimated demand.
- *Driveway* – Project impacts would be considered significant if the project caused entering vehicles to queue back onto the adjacent street and substantially interfere with existing traffic or caused substantial on-site circulation blockages due to insufficient stacking distance for exiting vehicles.

- *Transit* – Project impacts would be considered significant if the project driveways substantially disrupted the flow and/or transit stop locations and if site-related activities (such as auto traffic) resulted in substantial transit-auto conflicts and delays.
- *Pedestrian* – Project impacts would be considered significant if the project caused pedestrian level-of-service at crosswalks to reach congested (LOS D or worse) conditions.
- *Loading* – Project impacts would be considered significant if the project had inadequate loading facilities that could cause substantial street blockages from truck or delivery trucks.
- *Construction* – Project impacts would be considered significant if construction-related traffic substantially interfered with peak-hour traffic flows.

IMPACTS

TRIP GENERATION

The proposed parking garage would be expected to have peak movements of vehicles arriving and departing the site during morning and evening peak periods. Other than some of the proposed retail uses in the parking garage site, this analysis assumes that no new trips would be generated by the additional parking spaces, but rather that the proposed parking garage would result in vehicle trips shifting from existing parking facilities in the vicinity to the project site.³ These shifted trips are used to analyze project effects on nearby intersections. This analysis also assumes that no new vehicle trips would be generated by the proposed coffee shop and storage uses within the parking garage, as these uses would be internal to the project and accessed on-foot by Hastings students, faculty, staff, passers-by (in the case of the coffee shop), or employees of the State Office Building. The bookstore and other proposed retail uses would, however, generate some net new vehicle trips.

The total number of trips diverted to the proposed parking garage is based on three factors; (1) occupancy rates of the existing parking facilities in the surrounding areas; (2) the proportion of the total parking represented by each parking facility; and (3) the traffic pattern generated by the existing Civic Center Garage. Based on these three factors, a percentage of trips from

each facility was assumed to be displaced to the proposed parking garage. Table 3 summarizes the estimated number of vehicle trips displaced to the proposed parking garage from other off-street parking facilities. While the exact percentage of parking diversion to the project garage from an existing site may vary, the overall effect would be within this range. As shown in Table 3, parking demand at the project site would increase from 148 spaces to 637 spaces, for a net increase of 489 occupied spaces.

TABLE 3
PARKING OCCUPANCY WITH PROPOSED HASTINGS PARKING GARAGE (MIDDAY)

Facility / Location	Existing			With Project		
	Supply	Demand	Occup. Rate ¹	Supply	Demand	Occup. Rate ¹
Project Site	155	148	96%	885	637 (489 net) ²	72%
Civic Center Garage	843	894	106 %	843	676	80%
Jones St. / McAllister St.	160	126	79%	160	95	59%
Mission St. b/w Seventh St. & Eighth St.	841	774	92%	841	585	70%
Turk St. b/w Polk St. & Larkin St.	60	60	100%	60	45	75%
Eddy St. b/w Van Ness Ave. & Polk St.	12	10	83%	12	8	67%
Jones St. b/w Turk St. & Golden Gate St.	56	26	46%	56	20	36%
Turk St. b/w Leavenworth St. & Jones St.	33	25	76%	33	19	58%
Turk St. b/w Hyde St. & Leavenworth St.	40	35	88%	40	26	65%
Leavenworth St. b/w Golden Gate Ave. & McAllister St.	13	8	62%	13	6	46%
Totals	2,213	2,106	95%	2,943	2,117	72%

Notes:

1. Percent based on the total demand to supply ratio by each parking facility.
2. Project demand of 637 spaces, minus 148 existing demand at the site equals 489 net demand.

Source: Fehr & Peers

The bookstore/retail uses in the parking garage would generate 26 PM peak-hour trips, 13 inbound and 13 outbound (see Table 4).

TABLE 4
TRIP GENERATION FOR PROPOSED RETAIL USES (PM PEAK-HOUR)

Land Use	Amount (1,000 sf)	Rate (trips/k sf)	Vehicle Trips		
			In ¹	Out	Total
Bookstore/Retail	4.49	3.0	13	13	26

Note:

1. Based on the *Trip Generation Manual* (Institute of Transportation Engineers, 1997), the percent of vehicles entering and exiting the project is 50%.

Source: Fehr & Peers

On the basis of parking surveys conducted at the Civic Center Garage, inbound PM peak-hour trips represent 5 percent of the midday occupancy, while outbound PM peak-hour trips represent 30 percent of the midday occupancy. By applying this ratio to the project site, a midday occupancy of 489 net new parking spaces would generate 25 inbound PM peak-hour trips, and 147 PM peak-hour outbound trips, for a total of 172 PM peak-hour trips. This does not include existing trips to the parking lot, or trips generated from the proposed retail uses. Total PM peak-hour trips to the site, including trips to and from the existing surface lot, and trips generated from the proposed retail uses, would be 250 PM peak-hour trips, or 45 inbound and 205 outbound trips, as shown in Table 5 on page III-27.

TABLE 5
TOTAL PM PEAK HOUR TRIP GENERATION

	Total	In	Out
Displaced Trips (478)	172	25	147
On-site Trips to Existing Lot (148)	52	7	45
Bookstore/Retail Uses (26)	26	13	13
Total	250	45	205

Note: A 5% factor is applied to incoming vehicles and 30% factor is applied to outgoing vehicles based on current PM peak hour activity in the existing Civic Center Parking Garage.

Source: Fehr & Peers

Transit/Pedestrian

It is assumed that the proposed garage would not generate additional transit trips as most users would arrive and depart by automobile. New pedestrian trips to and from the project site would be generated by occupants of vehicles using the garage, as well as customers and employees of the proposed retail uses. The project would generate approximately 650 new pedestrian trips per day, of which 250 would occur in the PM peak-hour. Pedestrian trips are based on an average vehicle occupancy rate of 1.3 persons per vehicle.⁴

Construction Traffic

Construction-related trips would result from truck activity to and from the site, and from workers' vehicles arriving and departing from the project vicinity. The construction period is anticipated to take approximately 18 months, beginning in August 2002 and completed in January 2004. Excavation would take approximately two and a half months (54 weekdays) to remove approximately 14,000 cubic yards of soil, or approximately 260 cubic yards removed from the site per day. Assuming a capacity of 15 cubic yards per truck, up to 35 trucks trips per day are estimated to travel to and from the site during the excavation stages, or

approximately four to five truck trips during the PM peak-hour. Fewer truck trips would occur during the remainder of the construction stages. Up to 50 construction workers would be at the construction site at any one time, generating approximately 12 trips during the PM peak-hour.

EXISTING PLUS PROJECT CONDITIONS

Traffic

Impact B.1: Traffic generated by the proposed project would contribute PM peak-hour trips to local intersections, but would not decrease the overall level of service operations at these intersections. (Less Than Significant)

With existing-plus-project conditions, all ten study intersections would continue to operate at the same levels of service as they do under existing conditions, LOS A or B, (see Table 6). The project would not be expected to increase traffic on the freeways. Any change would not be considered measurable against the day-to-day fluctuations in traffic volumes.

Transit

Impact B.2: Traffic generated by the proposed project could occasionally slow transit operations in the project vicinity during the PM peak-hour, but would not add enough traffic to Golden Gate Avenue and Larkin Street to substantially disrupt transit operations. (Less Than Significant)

Impacts related to transit service would be limited to movement conflicts arising from project driveways. The garage driveway locations would be on Larkin Street and Golden Gate Avenue, which serve the following transit routes:

- Muni Route 19, northbound on Larkin Street (six PM peak-hour trips); and
- Golden Gate Transit, eastbound on Golden Gate Avenue (eight PM peak-hour trips).

During the PM peak-hour, the project would generate 45 inbound and 205 outbound trips. It is assumed that half of these trips would use the Larkin Street exit and half would use the

TABLE 6
INTERSECTION LEVELS OF SERVICE (PM PEAK-HOUR)

Intersection	Existing		Existing Plus Project		Cumulative (2020)	
	Delay ¹	LOS	Delay	LOS	Delay	LOS
6 th St. / Market St. / Taylor St.	9.9	B	9.9	B	12.0	B
Seventh St. / Market St.	9.2	B	9.2	B	10.4	B
Eighth St. / Market St. / Hyde St.	9.4	B	9.4	B	10.6	B
Ninth St. / Market St. / Larkin St.	8.5	B	9.1	B	11.4	B
Van Ness Ave. / Golden Gate Ave.	10.6	B	10.7	B	23.8	C
Van Ness Ave. / McAllister Ave.	10.9	B	10.9	B	15.9	C
Larkin St. / Golden Gate Ave.	10.0	B	10.1	B	12.1	B
Larkin St. / McAllister St.	10.3	B	10.5	B	13.3	B
Leavenworth St. /Golden Gate Ave.	9.4	B	9.5	B	10.2	B
Leavenworth St. / McAllister St.	0.7	A	0.7	A	0.9	A

Notes:

1. Represents the average control delay in seconds/vehicle for signalized intersections.

Source: Fehr & Peers

Golden Gate Avenue exit. All trips would be right-turn-in, right-turn-out, due to the one-way traffic flow on Larkin Street and Golden Gate Avenue (i.e., no left-hand turns which would tend to slow vehicular movement). Those trips may conflict with existing Muni and Golden Gate Transit operations, and could potentially slow transit operations in the project vicinity. The project trips entering or exiting the garage would not add enough traffic to Golden Gate Avenue and Larkin Street to substantially disrupt transit operations; as noted above, the one-way flow on Larkin and Golden Gate would generally allow buses or other vehicles to move around occasional garage queues. In addition, the use of reversible lanes during peak periods of use and AVI equipment at all fare gates would speed ingress/egress movements, reducing

potential for queuing at the project driveways, and potential conflicts with transit movement. As a result, project-related impacts to transit are considered less than significant.

Parking

Impact B.3: The proposed parking garage would increase off-street parking supply in the area from approximately 2,210 spaces to approximately 2,940 spaces, and parking occupancy would decrease from 95 percent to 72 percent. (No Impact)

The proposed project would create approximately 730 additional spaces (885 proposed spaces minus 155 existing spaces) at the project site, and would increase off-street parking supply in the area from approximately 2,210 spaces to approximately 2,940 spaces, assuming no other changes in parking supply. As a result, the parking occupancy rate for off-street parking in the study area would decrease from 95 percent to 72 percent.

Driveways and On-Site Circulation

Impact B.4: The project driveways would provide adequate dimensions for on-site circulation and pedestrian safety. (No Impact)

The traffic study evaluated the minimum required throat depth (MRTD) necessary at the project driveways to provide sufficient stacking distance for existing vehicles so that the first circulation aisle on the site is not blocked. This minimizes the possibility of incoming vehicles queuing back onto the adjacent streets.

The MRTD analysis showed that a 25-foot depth would be needed at the Larkin Street driveway to accommodate new traffic volumes, and a 50-foot throat depth would be needed at the Golden Gate Avenue driveway. The proposed parking garage would have a 50-foot throat depth at the Larkin Street driveway, and a 35-foot throat depth at the Golden Gate Avenue driveway. As a result, the project driveways may not provide adequate dimensions for on-site circulation at the Golden Gate Avenue driveway and queuing on Golden Gate Avenue could occur. However, the MRTD analysis indicated that the use of reversible lanes during peak

periods and AVI equipment at all gates would eliminate potential queuing on Golden Gate Avenue.

A review of the site plan indicates that the project would have adequate sight distances to avoid pedestrian/vehicular conflict to the left of both project driveways. However, a building wall to the right of both driveways would limit sight distances to five feet for exiting vehicles, which would be inadequate to perceive on-coming pedestrians to the right of the driveways. The project would include visual and audible pedestrian warning devices at both project driveways to avoid potential vehicle/pedestrian conflicts. As a result, project driveways would have a less-than-significant impact on pedestrian safety.

The traffic study also conducted a sight distance analysis to determine if the project would have adequate stopping distance at both driveways to allow vehicles traveling on Larkin Street or Golden Gate Avenue enough time to stop before conflicting with vehicles exiting the garage. While the minimum 200 ft. of stopping sight distance would be available at the project driveways, parked vehicles on Larkin Street and Golden Gate Avenue near the driveways could obstruct exiting vehicles from view. While this would not be considered a significant impact, removal of 2-3 on-street parking spaces adjacent to project driveways and repainting the curb red would improve sight distances in these locations.

Pedestrian/Bicycle Conditions

Impact B.5: The proposed parking garage would generate peak-hour pedestrian trips that would have a negligible impact on existing crosswalk conditions and no discernible effect on existing bicycle conditions. (No Impact)

With existing-plus-project conditions, the crosswalk levels of service at intersections adjacent to the project site would continue to operate at LOS A. The 250 new PM peak-hour pedestrian trips generated by the project would have a negligible impact on existing crosswalk conditions. The proposed project would have no discernible effect on existing bicycle conditions in the project area. The garage would include bicycle lockers allowing a greater

supply of bicycle storage than currently exists at the site. Showers would also be provided. The current surface lot does not have bike storage.

Construction

Impact B.6: The proposed parking garage would generate construction truck traffic that could delay or interfere with PM peak-hour traffic or transit operations, but not to a substantial extent. (Less Than Significant)

Construction-related traffic would affect the capacities of local streets due to slower truck movements and their larger turning radii compared to passenger vehicles. Potential lane blockage and Muni and transit interruptions could occur on Golden Gate Avenue, McAllister Street, Larkin Street, and Hyde Street during the PM peak-hour, if construction activities were to occur during this time. While traffic and transit delays could occur, the estimated four to five truck trips in the PM peak-hour would not substantially disrupt peak-hour traffic or transit patterns in the vicinity. Those effects, if any, would be temporary, during the 18-month construction period. In addition, Golden Gate Avenue and Larkin Street are one-way streets; therefore any potential conflicts between trucks and other vehicles would be limited, as other lanes would be available to avoid construction-related truck traffic. While construction-related impacts would not be significant, restriction of project construction hours to non-peak periods would avoid potential interference with local traffic or transit operations at peak times.

The 5-Fulton electric trolley bus line operates eastbound on Golden Gate Avenue on the garage site frontage. The proposed garage driveway on Golden Gate Avenue would require relocation of at least one trolley wire pole; other poles may need to be relocated temporarily during construction. Hastings and its contractors would work with Muni to maintain operation of the 5-Fulton line during project construction.

Parking demand in the general vicinity might increase temporarily as current lot users are displaced, by construction worker parking, and from on-street parking removed for

construction staging purposes. While these activities would reduce parking availability in the project area during the construction period, they would not create a substantial, permanent deficiency in the local parking supply.

Pedestrian travel would be accommodated on streets near the project site during the construction period through the use of sidewalk canopies or other methods to allow unrestricted pedestrian flow around the construction site.

CUMULATIVE (YEAR 2020) TRAFFIC CONDITIONS

Cumulative conditions assumed a growth factor of one percent per year in traffic volume through the year 2020, to calculate non-compounded cumulative traffic at each study intersection. This one-percent growth factor includes background traffic growth associated with the other planned development in the vicinity, such as the proposed Federal Office Building at Seventh Street and Mission Street, the New Asian Art Museum on Larkin Street between McAllister and Fulton Streets, the City of San Francisco Administrative Building at 525 Golden Gate Avenue, and future development of the Caltrans Central Freeway right-of-way parcels west of Van Ness Avenue. Table 6 summarizes the levels of service for each study intersection under cumulative with project conditions. As discussed below, the proposed parking garage would have no significant impact on cumulative traffic conditions.

Impact B.7 The proposed parking garage would contribute to cumulative traffic conditions in the project area; all study intersections would continue to operate acceptably at LOS A, B, or C. (Less Than Significant).

Traffic

As shown in Table 6, all study intersections would continue to operate acceptably at LOS A, B, or C under cumulative conditions.

Transit

As with existing-plus-project conditions, the proposed garage would not affect future transit conditions in 2020.

As discussed in Section III.A, Land Use, Plans, and Zoning, the City and County of San Francisco *General Plan* includes a number of policies encouraging transit use rather than private vehicle modes, particularly for work-related travel. The proposed Hastings garage, in an area well-served by transit, could cause some people to shift from transit use to automobile use, or discourage current vehicle users from considering other transit modes. However, the transportation study completed for this EIR concludes that the proposed project would primarily redirect automobile trips from existing parking lots in the project area to the parking garage, rather than generate substantial numbers of automobile trips in and of itself. As discussed above, existing parking demand in the vicinity is close to capacity (95%); a parking deficit would occur in the project vicinity under future conditions, with or without the proposed project, as result of cumulative growth in traffic and loss of existing parking capacity to other development activities. This cumulatively constrained overall parking supply would itself potentially cause mode shifts towards transit (see p. III-35). As a result, the proposed project in and of itself would not be expected to create a substantial change in mode choice, whereby large numbers of people would be diverted away from transit use.

Parking

Cumulative parking conditions assume an overall increase of background traffic volumes through the year 2020 and an increased parking demand of 20 percent from, for example, the City Administration Building at 525 Golden Gate Avenue and construction of the New Asian Art Museum. In addition, parking supply in the vicinity will decrease from development, for example, of the Federal Office Building at Seventh and Mission Streets and the Central

Freeway right-of-way parcels west of Van Ness Avenue. Those projects would eliminate approximately 1,000 parking spaces.

On the assumption that a 20 percent increase in traffic would increase parking demand by a similar factor, the existing-plus-project parking occupancy rates shown in Table 3 would increase to about 92 percent (72 percent plus 20 percent). Future parking demand at the facilities in the study area may be higher than the available supply, since as noted above, parking supply is expected to decrease. The proposed project would provide parking supply that would help meet future cumulative demand. Overall, there may be a future parking deficit in the Civic Center area, with an estimated demand at 104% of capacity under cumulative conditions.

This parking space deficit would result in drivers that come to the area parking farther away from their destination, would cause an increase in illegal on-street parking, or may cause parkers to change travel modes. The deficit could also encourage operators of existing parking facilities, such as the Civic Center Garage, the Opera Plaza Garage and the Performing Arts Garage, to consider the use of valet parking to increase the available supply, at least during periods of peak demand. Long term effect of the parking deficit would be to discourage auto use and encourage use of local transit. San Francisco General Plan policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. Therefore, the creation of or increase in parking demand resulting from cumulative development that cannot be met by existing or proposed parking facilities, while inconvenient to persons choosing to drive to the area, would not be considered a significant environmental effect. The proposed parking garage, as discussed herein, would not create cumulative parking demand; the garage would provide part of the parking supply under cumulative conditions.

MITIGATION

Traffic

B.1 The proposed parking garage project would have no significant adverse traffic impacts. As a result, no mitigation measures are required. However, the following measure would lessen potential queues on Larkin Street and Golden Gate Avenue:

- Place additional signs to direct traffic to garage exits and entrances and to notify if the garage is full.

Transit

B.2 The proposed parking garage project would have no significant adverse transit impacts. As a result, no mitigation measures are required.

Parking

B.3 The proposed project would increase overall parking supply in the study area and would have no significant adverse parking impacts. As a result, no mitigation measures are required.

On-Site Circulation

B.4 The proposed project would have adequate dimensions for on-site circulation and pedestrian safety. As a result, no mitigation measures are required. However, the following measures would improve site distances at project driveways:

- Eliminate two to three on-street parking spaces each south of the Larkin Street driveway and west of the Golden Gate Avenue driveway.
- Coordinate with the San Francisco Department of Parking and Traffic to repaint the curb red (No Parking Zone).

Pedestrian

B.5 The addition of pedestrian traffic generated by the proposed project would not result in a significant impact to the adjacent sidewalks or crosswalks. As a result, no mitigation measures are required.

Construction

B.6 The proposed parking garage project would have no significant adverse construction-related impacts. As a result, no mitigation measures are required.

However, the following measures would lessen potential construction-related impacts:

- To the extent feasible, limit truck movements to the hours of 9:00 AM to 4:00 PM to avoid conflicts with peak-hour traffic flow. To avoid a decrease in street capacity, avoid lane closures during peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.
- Coordinate with Muni and Golden Gate Transit to ensure that construction activities do not impact transit routes in the project area, including maintenance of overhead trolley wires serving the 5-Fulton line on Golden Gate Avenue.
- Provide pedestrian barricades or place signs to direct pedestrians to safe walkway areas within the project area.

NOTES – Transportation and Circulation

¹ Fehr & Peers, Inc. *Hastings College of the Law Transportation Study*, prepared for EIP Associates, January 4, 2002.

² Of the approximately 841 off-street spaces are available on the entire block bounded by Mission and Market Streets and 7th and 8th Streets, development of the new Federal Office Building will remove approximately 400 of these parking spaces.

³ This assumption is reasonable for existing-plus-project conditions, and is based on the fact that downtown San Francisco is a densely built-out area where parking supply is constrained. Other transportation conditions, such as peak-hour capacity on arterials and freeways, constrain potential mode shift from transit to automobiles. Therefore, vehicles using the project garage would primarily be those already using other parking in the vicinity, rather than attracting new vehicles to downtown San Francisco or the the Civic Center Area.

⁴ Fehr & Peers, Inc. *Hastings College of the Law Transportation Study*, prepared for EIP Associates, January 4, 2002.

C. HISTORIC ARCHITECTURAL RESOURCES

This section discusses the historic architectural setting of downtown San Francisco, the San Francisco Civic Center, and the project sites, including the parking garage site and the building at 100 McAllister Street. This section also discusses local surveys and ratings, and historic registers and districts as they apply to the proposed project. Finally, this section identifies significant historic/architectural impacts associated with the proposed parking garage and residential upgrade projects, and provides mitigation measures to eliminate or reduce these impacts, if any. This section is based on a report by Carey & Company completed in November, 2001.¹

Archaeological impacts associated with the proposed project were determined to be less than significant (see Initial Study, Appendix A) and are not discussed in this EIR.

SETTING

DOWNTOWN SAN FRANCISCO

San Francisco experienced a series of construction booms during the 19th century, one during the Gold Rush of 1849 and another at the completion of the transcontinental railroad 20 years later. At the time of the 1906 earthquake and fire, the City was among the largest in the country. The post-1906 reconstruction effort, like the two periods of 19th century development, occurred very rapidly. Land and business owners, afraid that San Francisco would fall behind other California cities, disregarded a grand plan that had been created a few years earlier and rebuilt along the same street grid and with the same usage pattern as before the earthquake and fire.² This continued until the beginning of the Depression, resulting in an entire downtown of visually and conceptually similar buildings. This period also corresponded with the influential early Modern movement developing in Europe and focusing on the urban condition. The construction of skyscrapers and large governmental buildings

since the end of World War II has required the demolition of a number of early 20th century structures. Despite these changes, however, much of downtown San Francisco continues to display its early-20th century character.

SAN FRANCISCO CIVIC CENTER

As early as 1870, the land on which the San Francisco Civic Center now stands was designated as a City Hall Reservation. The buildings of that era are no longer extant but the effort to make a cohesive civic center has remained constant. The San Francisco Civic Center as it stands today exemplifies the “City Beautiful” movement. The “City Beautiful” movement emphasized “formal plan and composition of monumental scale, neo-classical style buildings fronting plazas, boulevards and grand public gathering spaces.”³ This movement is most associated with the 1893 World Colombia Exposition in Chicago. Many cities throughout the United States were inspired by the “City Beautiful” movement but only Cleveland and San Francisco managed to implement those plans. San Francisco was able to complete most of its intended design. The original proposal is still the guideline for the Civic Center today.

The Civic Center is characterized by individual monumental buildings organized around the central green plaza. The cohesiveness of the area stems from the color palette, scale and decorative details that are repeated throughout. The circulation paths create large-scale view corridors between the monumental cultural and governmental landmarks. As a whole, the Civic Center is a direct link to a larger civic vision and is an important part of the identity of the City of San Francisco.

PROJECT SITES

Proposed Parking Garage Project

The block bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Hyde Street was primarily undeveloped until the late 1880s and early 90s, at which point the block

contained some small residences and a few larger business establishments.⁴ During this period, the parking garage site contained a large saloon on the corner of Golden Gate Avenue and Larkin Street, surrounded by a carpet cleaner, a French laundry, a horse stable, and a carriage manufacturer. The entire block was destroyed in the earthquake and fire of 1906. Post-earthquake reconstruction on the block had become predominately industrial mixed with drinking establishments. A 1913 Sanborn Insurance Company map indicates that a large saloon was rebuilt at the corner of Golden Gate Avenue and Larkin Street, surrounded by a painting business, an auto repair shop, a carpenter shop, and other smaller saloons. This is consistent with buildings in the surrounding area, which were rebuilt after the earthquake and fire of 1906. Between 1913 and 1948, the site contained four one- to three-story structures along Golden Gate Avenue, as well as vacant lots at the corner of Golden Gate Avenue and Larkin Street where the saloon had once stood. These four buildings were given low ratings in one historic survey of the area and, in general, were not considered historically significant. They have since been demolished and the entire area is currently used as surface parking.

Proposed Residential Upgrade Project

In the late 1920s, the California Street, Howard Street, Wesley, and Central Churches merged into one large church and commissioned the construction of a building at 100 McAllister Street that would serve the dual functions of church and hotel. Named the Temple Methodist Episcopal Church and William Taylor Hotel, this building contained a five-story church, with a separate entrance and modern Gothic details, and a 27-story hotel, featuring an elaborate entrance-level lobby, a café, a formal dining room, conference space, and upper-floor penthouse suites for selected permanent residents. Named after the famous 19th-century Methodist preacher, William Taylor, the hotel was primarily intended to provide funding for the church but its facilities could also be used for religious functions such as large meetings, Sunday school, and other such activities.

The building was designed by the firm of Miller & Pflueger, whose other contemporary designs include the Pacific Telephone Company Main Offices (1925), Alhambra Theater (1926), Pacific Stock Exchange renovations (1929), Roosevelt Junior High School (1934), and George Washington School (1935). The project was completed by another architect, Lewis P. Hobart, whose work included Grace Cathedral (1910) and the Mills Tower (1931). All of the architects involved with the building were proficient in ornamental detailing, as evident in the modern Gothic decorative elements found in both the church and hotel portions of the building.

The building was completed in 1930; however the church immediately encountered Depression-related financial difficulties. Within a few years, the hotel portion of the building was sold to a local businessman, American President Lines President Louis Lurie, while the church continued to function as a separate entity. Lurie's tenure included the transformation of the top floors into a lounge and bar with a 360-degree view of San Francisco. The property was taken over by the Federal government in 1940, during which time a number of substantial changes were made. The most radical of these changes was the removal and substantial alteration of original materials to add a floor plate and a drop ceiling in the sanctuary space, and the partition of a stage and meeting space in the basement. In 1978, Hastings College of the Law purchased the building for use as housing and other student services. Hastings reversed some of the previous alterations in the former sanctuary and repaired some of the changes. Hastings currently operates the building as housing, with some offices on the lower floors. A local theater company rents the sanctuary space.⁵

SURVEYS AND LOCAL RATINGS

Both project sites have been included in two major architectural surveys. The San Francisco Department of City Planning (DCP) conducted a citywide visual inventory of architecturally significant buildings in 1976. Approximately ten percent of the City's entire stock of buildings was awarded a rating for architectural merit ranging from "5" (highest overall

significance) to “0” (contextually significant). The building at 100 McAllister Street was rated a “1” in this survey.

The second major architectural survey was conducted by the Foundation for San Francisco’s Architectural Heritage (Heritage) in the mid-1980s. Patterned after Heritage’s 1979 survey of downtown San Francisco published as *Splendid Survivors*, the organization systematically awarded buildings letter codes ranging from “A” (highest) to “D” (minor to no significance). The building at 100 McAllister received an “A” in this survey.

SAN FRANCISCO PLANNING CODE

Article 11 of the *San Francisco Planning Code* identifies buildings in the C-3 Districts (generally, Downtown) which have “special architectural, historical, and aesthetic value” and “contribute substantially to San Francisco’s reputation throughout the United States as a City of outstanding beauty and physical harmony.” (Sec. 1101 (a)) Each building on the Article 11 list is given a rating corresponding to the Category I-V system established in the Downtown Plan, an area plan of the San Francisco General Plan. Category I and II buildings are identified as Significant Buildings and, in general, may not be demolished unless it can be demonstrated that they have no substantial market value or reasonable use, after taking into account costs of rehabilitation and any development rights transferred to another site. Category III and IV buildings are identified as Contributory Buildings, and their retention is encouraged, but not required. Category V buildings are Unrated and are not included on the Article 11 list. The Category I-V ratings are based in part on the surveys conducted by Heritage, discussed above. The building at 100 McAllister Street is listed as a Category I building in Article 11 of the San Francisco Planning Code.

DEED RESTRICTIONS

A deed restriction on 100 McAllister Street requires that Hastings consult with the State Historic Preservation Officer under the following circumstances: “...with respect to the

exterior of the structure presently existing on the site, no alteration, no physical or structural change and no change in the color or surfacing shall be made without written approval of the California State Historic Preservation Officer.....”⁶

HISTORIC REGISTERS

National Register of Historic Places

The National Register of Historic Places (NRHP) is the official federal list of historic resources that have architectural, historic or cultural significance at the national, state or local level. The NRHP is administered by the National Park Service, an Agency of the Department of the Interior. Listing of a property on the NRHP does not prohibit demolition or alteration of that property, but does denote that the property is a resource worthy of recognition and protection. According to the California Office of Historic Preservation Resources Database, the building at 100 McAllister has a “2S1” status, indicating that it was determined eligible for separate listing by the Keeper of the Register. The State database records two separate determinations of eligibility, the first in October 1977 as a result of a project review and the second in January 1978 as a result of a historical survey; however, it does not provide additional information.

California Register of Historic Resources

The California Office of Historic Preservation administers and maintains the California Register of Historic Resources (CRHR).⁷ The building at 100 McAllister Street is considered listed on the CRHR because the State database lists it as having been determined eligible for separate listing on the NRHP by the Keeper of the Register.

HISTORIC DISTRICTS

San Francisco’s Civic Center area contains three designated historic districts: the San Francisco Civic Center National Register Historic District; the San Francisco Civic Center

National Historic Landmark District; and the City-designated Civic Center Historic District (see Figure 11). While the Hastings project sites are not direct contributors to any of these districts, they are adjacent to the three Civic Center historic districts which encompass the area's monumental "City Beautiful" buildings. The boundary lines of these districts are almost identical, with the south side of the first three blocks of McAllister Street (immediately across from 100 McAllister Street) and the west side of the third block of Larkin Street (immediately across from the proposed parking garage site) included in all three districts. Both project sites are each located approximately 50 feet north of the various historic district boundaries.

San Francisco Civic Center National Register Historic District

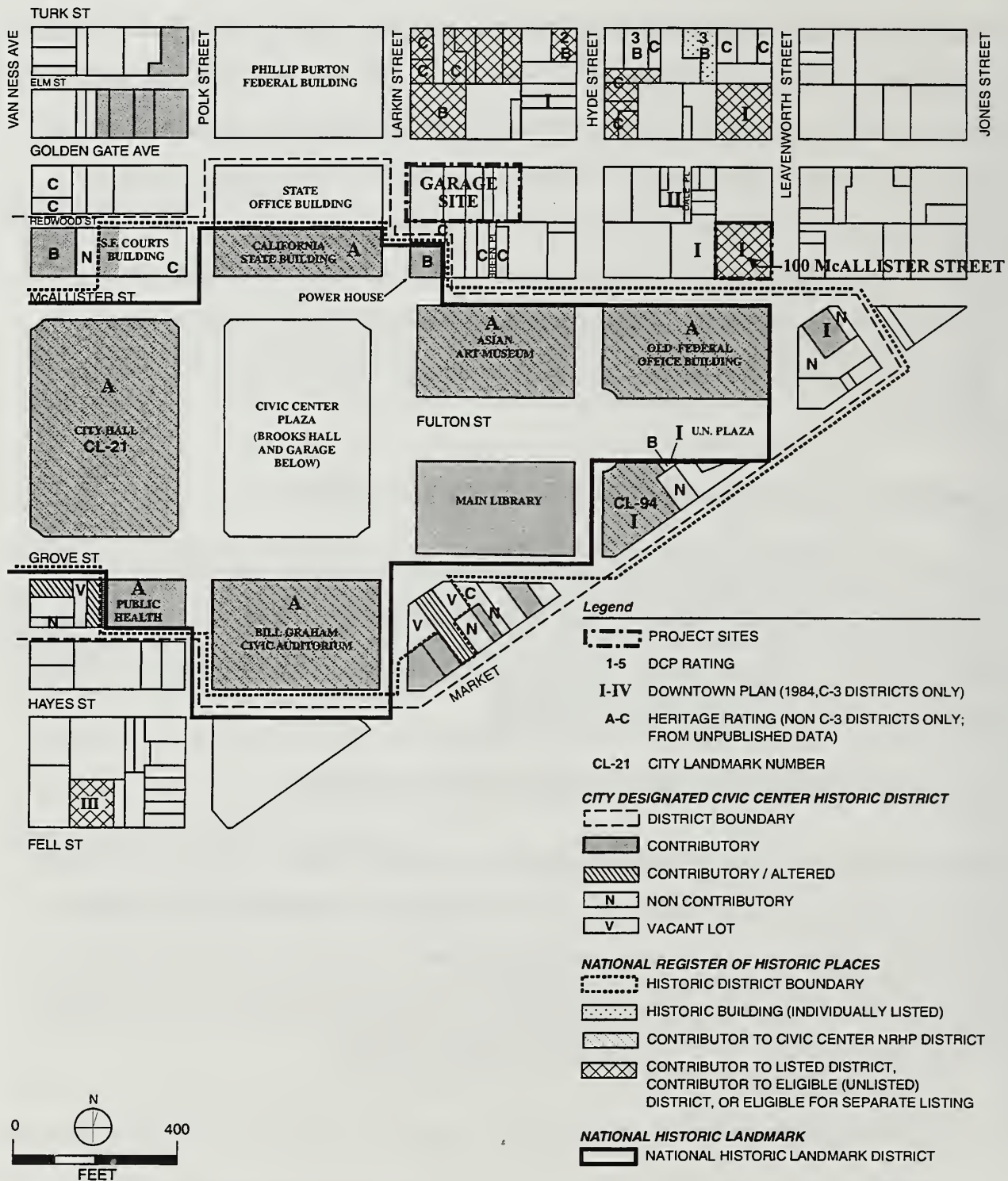
A group of significant resources, located within coherent geographic boundaries and displaying a set of common features, may be listed together on the NRHP as contributors to a historic district. Similar buildings which are individually listed and contributors to a historic district are also considered listed on the CRHR.

San Francisco Civic Center National Historic Landmark District

Properties achieve National Historic Landmark or Landmark District status only if they are exceptionally significant to the history of the United States. Landmark and Landmark District nomination criteria require a much higher degree of relevance and integrity than the NRHP, with only approximately 3% of NRHP properties qualifying for this elevated status. The boundaries of this district are the most limited of the three.

Civic Center Historic District

Appendix J to Article 10 of the *San Francisco Planning Code* designates "a number of structures having a special character and special historical, architectural and aesthetic interest



SOURCE: EIP Associates

EIP

HASTINGS COLLEGE OF LAW

FIGURE 11: HISTORIC ARCHITECTURAL RESOURCES IN PROJECT VICINITY

and value” in the Civic Center area as the Civic Center Historic District (Art. 10, App. J, Sec. 1). The boundaries of this district are the most inclusive of the three.

IMPACTS AND MITIGATION

SIGNIFICANCE CRITERIA

A project is normally found to have a significant effect on the environment if it will substantially disrupt or adversely affect a property of historic significance such that:

- it would materially impair the resource or its immediate surroundings as a result of physical demolition, destruction, relocation, or alteration (CEQA Guidelines, Section 15064.5(b)(1), or
- it would demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [CEQA Guidelines, Section 15064.5(b)(2)(A)]. Those characteristics may be on the exterior, the interior, or both.

IMPACTS

Proposed Parking Garage

Impact C.1: The proposed parking garage project would have no direct impact on historic architectural resources (No Impact)

The proposed project would have no direct impact on historic architectural resources because no buildings are located on the site.

Impact C.2: The proposed parking garage’s scale, height and mass would not adversely affect the character of the immediate surroundings of the adjacent Civic Center historic districts. (Less Than Significant)

The proposed parking garage would be approximately 50 feet north from the boundaries of the three Civic Center historic districts. The project would be visible from the historic districts, discussed in Section III.D, Visual Resources, and as a result, could alter the

immediate surroundings of the historic districts. However, the proposed project would be bordered by structures of similar or greater height, scale and mass which also lie just outside of the historic districts: to the north, across Golden Gate Avenue is a five-story apartment building; to the northwest is the Phillip Burton Federal Building, a 300-foot-tall structure; to the south are five- and six-story apartment buildings. None of those structures are within any of the historic districts. To the immediate west is the State Office Building, completed in 1998, and a non-contributing, high-rise building in the City-designated historic district. This northern portion of the block bounded by Golden Gate Avenue, Polk Street, Larkin Street, and McAllister Street is included in neither the National Register Historic District or the National Historic Landmark District. To the southwest is the historic California State Building, a six-story building. The height, scale and mass of those buildings in the Civic Center combine to establish a setting that would not be impacted by the proposed parking garage.

Impact C.3: Construction of the parking garage has the potential to damage the historic Civic Center Power House (320 Larkin Street), a contributory building to all three Civic Center historic districts. (Potentially Significant)

Historic buildings on the same block as the proposed parking garage include the Civic Center Power House, 320 Larkin Street, approximately 50 ft. south of the project site (see Figure 10). Construction activities associated with the parking garage have the potential for adverse impacts to this historic building, which is listed as contributory to all three Civic Center historic districts. Construction-related effects include vibrations that could disturb the foundation or the 50-foot-tall steel chimney. Although pile driving activities would not be used for garage construction, other excavation, truck traffic, and construction staging activities would all contribute to vibration levels.

100 McAllister Street

A number of seismic and fire/life-safety upgrades would occur in 100 McAllister Street. Those upgrades are indicated in two plans: “Housing and Life-Safety; Building Remodel and Improvements,” by Patri-Merker Architects, October 1, 2001; and “Revised Seismic Strengthening Evaluation” by Degenkolb Engineers, October 24, 2001.⁸ While only Phase I seismic spot strengthening measures would occur as part of the proposed project, all future seismic work, including ground-floor shear-wall construction, has been evaluated. The specific work activities, and their potential effects to the historic materials of 100 McAllister Street building, would be as follows:

Ground-Floor Shear-Wall Construction

Impact C.4: Ground-floor shear-wall construction would have a less than significant impact on the exterior of the building at 100 McAllister Street. (Less Than Significant)

Three shear walls would be installed on the ground floor of the building, as part of future seismic improvement efforts (not Phase I); one along the south elevation corresponding to the historic box office space, one at the southeast corner of the building, and one along the east elevation immediately south of the historic cafe entrance.

On the exterior, the proposed installation of the three ground-floor shear-walls would result in the infilling and replacement with spandrel (opaque) glass of one window on the south facade and one window on the east facade. Although the windows would become opaque, all decorative moldings, reveals, and other exterior details would be retained. The proposed exterior alterations would have a less-than-significant impact because they would not demolish or materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources.⁹

Impact C.5: Ground-floor shear-wall construction could have a potentially significant impact on the interior of the building at 100 McAllister Street. (Potentially Significant)

On the interior, the proposed installation of the three ground-floor shear-walls as part of future (non-Phase I) seismic upgrades would result in the removal of original historic materials, the replacement of this original material with reinforced concrete, and the refinishing of the interior wall with decorative moldings, reveals, and other interior details. The proposed interior alterations would have a potentially significant impact because they would demolish or materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources.

Alterations to the Northwest Corner of the Basement Floor

Impact C.6: Proposed alterations to the northwest corner of the basement floor could have a potentially significant impact on the interior of the building at 100 McAllister Street. (Potentially Significant)

The northwest corner of the basement contains an original stage wall in an area referred to on original building plans as the “social hall and dining room” space. This area is part of the original, historic materials of the building. As part of the Phase I seismic strengthening program, this wall would be demolished. The proposed interior alterations would have a potentially significant impact because they would demolish or materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources.

Fire/Life-Safety and Phase I Seismic “Spot” Strengthening Measures

Impact C.7: The proposed fire/life-safety and seismic strengthening measures would have a less than significant impact on the building at 100 McAllister Street. (Less Than Significant)

These proposed fire/life-safety and Phase I seismic strengthening measures would alter and/or remove features such as basement partition walls, elevator shafts, and stairway walls as well as replace a freight elevator with a second exit to comply with life-safety codes and replace a small stair and door in the theater lobby with a new ramp for disabled access. These building spaces are not considered as historically significant as other areas of the building having greater architectural details that better convey the property's historic significance. These spaces would remain intact. Many of the proposed upgrades would have a relatively minor effect on the original materials of the building and would occur in less publicly-accessible areas. These proposed interior alterations would have a less than significant impact because they would not demolish or materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources.

Increased Residential Capacity

Impact C.8: The proposed increase to the residential capacity would have a less than significant impact on the building at 100 McAllister Street. (Less Than Significant)

As part of the proposal to increase the residential capacity by 80 units, a number of the larger units would be partitioned to make additional smaller units, beginning at the fifth floor and continuing upward. In addition, commercial tenants on the 4th floor would be removed and the spaces renovated to include additional residential uses. Although many of the original floor plan arrangements remain intact, the rooms have lost most of their historic integrity due to substantial alteration over time. Semi-public spaces on the residential floors, such as hallways, elevator lobbies, and some meeting rooms would not be altered. The proposed interior alterations would have a less-than-significant impact because they would not demolish or materially alter in an adverse manner those remaining physical characteristics of the historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources.

Limitations of the Seismic and Fire/Life-Safety Evaluation Reports

Impact C.9: Design modifications made after the issuance of the current seismic and fire/life-safety reports could result in the removal or alteration of original materials which could adversely impact the property's historical significance. (Potentially Significant)

The seismic and fire/life-safety evaluation reports, completed by Degenkolb Engineers and Patri Merker Architects, respectively, are draft documents which could change prior to the commencement of construction activities. Design modifications made to this project after the issuance of the draft seismic and fire/life-safety reports could demolish or materially alter in an adverse manner those physical characteristics of the historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources.

MITIGATION

C.3: A qualified structural engineer shall determine threshold levels of vibration and cracking of the Civic Center Power House prior to construction, and if these are met or exceeded during construction monitoring, then construction techniques would be re-evaluated. Impact after mitigation: less than significant.

The Civic Center Power House would be monitored during construction of the proposed parking garage project. Instrumentation would be installed to measure vibration, monitor cracks, and determine effects to the steel chimney. This mitigation measure would be completed by a qualified structural engineer with a minimum of five years' prior experience with historic structures listed in the National Register of Historic Places. Employing this mitigation measure would avoid significant impacts caused by vibration. While some cracking to finish materials could still occur, this should be limited to superficial, easily repairable damage.

C.5: Before the removal of original interior walls in the ground-floor lobby, Hastings shall prepare plans and detailed designs in compliance with the *Secretary of the Interior's Standards for Rehabilitation (Standards)*. The plans and design details would be

submitted to the California Office of Historic Preservation for review. Hastings shall retain as much of the original historic materials as possible, align the new shear walls with the adjacent original interior wall plane, and refinish the shear walls with decorative moldings, reveals, and other interior details which are consistent with the original historic features. In addition, Hastings shall prepare details and specifications to protect adjacent original historic materials. Impact after mitigation: less than significant.

Consistent with the *Standards*, the removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize the property would be avoided. Wherever feasible, design development would reduce the width of shear walls to be within that of existing wall space, or otherwise maintain the building's original spatial relationships.

Moldings and other interior details would be removed, protected, and reinstalled.

Ornamental plaster would be retained in place where disturbance is not required, salvaged, and reinstalled as feasible where structural changes require disturbance, and as a last resort, recast and installed, where salvaging is infeasible. The flat plaster that is to be placed over gypsum board would match in color and texture the original flat plaster of adjacent walls that have been retained.

C.6: Before the removal of original basement stage materials, Hastings shall prepare plans and detailed designs in compliance with the *Secretary of the Interior's Standards for Rehabilitation*. The plans and design details shall be submitted to the California Office of Historic Preservation for review. Hastings shall retain as much of the original historic materials as possible, including the wall and decorative elements relating to the front of the stage. In addition, Hastings shall prepare details and specifications to protect original decorative elements on walls and interior piers during construction. Impact after mitigation: less than significant.

As with measure C.5, the removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize the historic significance of the property would be avoided. Wherever feasible, the project would maintain the building's original spatial relationships. Moldings and other interior details would be removed, protected, and reinstalled, and adjacent historic materials, such as original columns with decorative capitals, would be protected during the construction activities.

C.9: Design modifications made to this project after the issuance of the seismic and fire/life-safety reports shall be submitted to the California Office of Historical Preservation for review. All design modifications shall be in compliance with the *Secretary of the Interior's Standards for Rehabilitation*. Impact after mitigation: less than significant.

Hastings would deliver any final seismic or fire/life-safety reports to the California Office of Historical Preservation for review if they would differ substantially from the draft documents reviewed in this EIR. This would be consistent with the deed restriction which requires Hastings to consult with SHPO on all external changes to the building at 100 McAllister Street.

NOTES – Historic Architectural Resources

- ¹ Carey & Co. *Cultural Resources Report for Hastings College of the Law Proposed Parking Garage and Residential Upgrade Projects*. San Francisco, CA. November, 2001.
- ² Michael Corbett, *Splendid Survivors* (San Francisco: The Foundation for San Francisco's Architectural Heritage, 1979) 23.
- ³ "Preservation of Historical Architectural and Aesthetic Landmarks," *City and County of San Francisco Municipal Code*, Planning Code, Volume II, Article 10, Appendix J. Section 5, p. 670.
- ⁴ Archeo-Tec, *Archival Cultural Resources Evaluation of the Proposed Hastings College of the Law Parking Garage, City and County of San Francisco, California*. November, 2001.
- ⁵ Personal communication with Ben Nerone, 100 McAllister Street, Building Engineer, with Sarah M. Dreller, Carey & Co., Architectural Historian, November 1, 2001.
- ⁶ United States of America, General Services Administration, *Quitclaim Deed*, C102328, dated April 15, 1980.
- ⁷ The CRHR includes resources listed in, or formally determined eligible for, the NRHP and California Historic Landmarks from No. 770 onward. The CRHR can also include properties designated under local ordinances or identified through local historic resource surveys.
- ⁸ Patri Merker Architects, *Housing and Life-Safety; Building Remodel and Improvements, Hastings College of the Law, 100 McAllister Street*, October 1, 2001, and Degenkolb Engineers, *Revised Seismic Strengthening Evaluation, Hastings College of the Law, 100 McAllister Street*, October 24, 2001.
- ⁹ A proposed redesign of one of the shear walls, corresponding to the infilled door on the south elevation, would result in the movement of the shear wall one column bay west of its location in the cited

drawings. This would result in the retention of the operable door and the infilling of the window immediately west of the door. The window infilling procedure would be the same as described in Impact C.5., in which the window glazing would be replaced by opaque spandrel glass and all decorative moldings, reveals, and other exterior details would be retained. This modification to the proposed shear walls would not change the impact as discussed in Impact C.5. Information regarding the proposed redesign of the shear wall: Personal communication with Dean Randle, Patri Merker Architects, Architect, with Sarah M. Dreller, Carey & Co., Architectural Historian, November 8, 2001.

D. VISUAL QUALITY

This section reviews the existing visual quality and character of the proposed parking garage project. This section also identifies significant impacts with regard to visual quality, if any, and identifies measures to reduce or avoid such impacts, if necessary. The Initial Study found that the residential upgrade project would have no impact to visual quality (see Appendix A), and the residential upgrade project is not evaluated in this section of the EIR. The primary sources used to complete this section are the *State of California, San Francisco Civic Center Complex Draft EIR*, site photography, site visits, and visual simulations of the project by Square One Productions, Inc.

SETTING

The parking garage site is currently occupied by a surface parking lot. Buildings adjacent to the project site to the north and east include residential buildings, up to five stories in height (approximately 60 feet) as well as a Hastings academic building up to six stories in height. Residential buildings to the south of the project site range from five to six stories in height. Views of the project site are shown in this section in Figures 13A – 17A, on pp. III-60 through III-64. Figure 12, on pg. III-59 identifies the location of those views.

The project site is adjacent to the San Francisco Civic Center, which includes a collection of monumental buildings reflecting the Beaux Arts-inspired City Beautiful Movement. A number of newer office structures, ranging up to 29 stories in height, are located in the Civic Center.

A visual resource in the area is the Civic Center Plaza, which occupies a double block about 150 feet south and west of the project site. The plaza, bounded by McAllister, Larkin, Grove and Polk Streets, includes rows of flagpoles and pollarded sycamore trees, and grass panels on

the north and south sides. Groups of olive trees flank the lawns to the east and west. The Civic Center Playground area occupies the northeast corner of the plaza.

The plaza is visually bounded by major public buildings, including City Hall on the west; Bill Graham Civic Auditorium on the south; the Main Library and the Asian Art Museum on the east; and the California State Office Building on the north. Although it does not front the plaza itself, the 20-story Philip Burton Federal Building at 450 Golden Gate Avenue is prominently visible in views of the Civic Center. All of these buildings are visible from the plaza and from the streets and sidewalks immediately surrounding the plaza itself.

Views from the northeastern edge of the Civic Center Plaza looking north on Larkin Street towards the project site include public buildings in the foreground (the California State Office Building to the north and the New Asian Art Museum to the east) and residential buildings beyond that (see viewpoints four and five on Figure 12, and Figures 16A and 17A). The project site appears as a gap in the continuous building frontage along the east side of Larkin Street.

Another visual resource in the vicinity is the Phillip Burton Federal Building Plaza on Golden Gate Avenue between Polk and Larkin Streets. The garage site is visible from this plaza (see viewpoint one on Figure 12, and Figure 14A). The view beyond the project site is of the Hastings academic building (on Hyde Street between Golden Gate Avenue and McAllister Street). The upper stories of the building located at 100 McAllister Street can be seen beyond the academic building. The Phillip Burton Federal Building and the new 14-story State Office Building at 455 Golden Gate Avenue are located in the foreground, to the north and south.

The project site is visible looking south on Larkin Street towards the Civic Center. From this vantage point, the Phillip Burton Federal Building and the State Office Building are in the foreground on the west side of the street. The Larkin Street façade of the Asian Art Museum is visible on the east side of Larkin beyond a continuous frontage of residential apartment

project site. The north facades of the residential structures to the south of the project site, on McAllister and Larkin Streets, are also visible.

Lighting in the area includes streetlights, interior illumination levels typical of urbanized areas, lighting at the Civic Center Plaza, as well as prominent architectural up-lighting of many public buildings in the Civic Center.

IMPACTS AND MITIGATION

SIGNIFICANCE CRITERIA

The project would be considered to have significant effects if it would be:

- substantially incompatible in scale, massing, façade patterns or materials with existing development;
- substantially blocking public views of topographic features, public open space, or architectural landmarks from publicly accessible viewpoints; or
- a substantial new source of light or glare that could create a nuisance to adjacent residential and academic uses, or a safety hazard for motorists.

It should be noted that judgments of compatibility in scale, massing, and other design factors are, to some extent, subjective. The impacts discussed below are therefore presented in descriptive manner, with conclusions of significance on the basis of these criteria.

IMPACTS

Impact D.1: The proposed project would change views of the site, replacing the surface parking lot with a seven-level, 80-foot-high parking garage, with mechanical rooms up to 27 feet high above the roof. (Less than Significant)

The proposed garage would be approximately 275 feet long, 123 feet wide, and 80 feet tall, measured from the existing street level to the parapet on the Golden Gate Avenue/Larkin Street corner. Mechanical rooms for the elevators would rise up to an additional 27 feet above the parapet, for a total project height of approximately 107 feet at its maximum height from

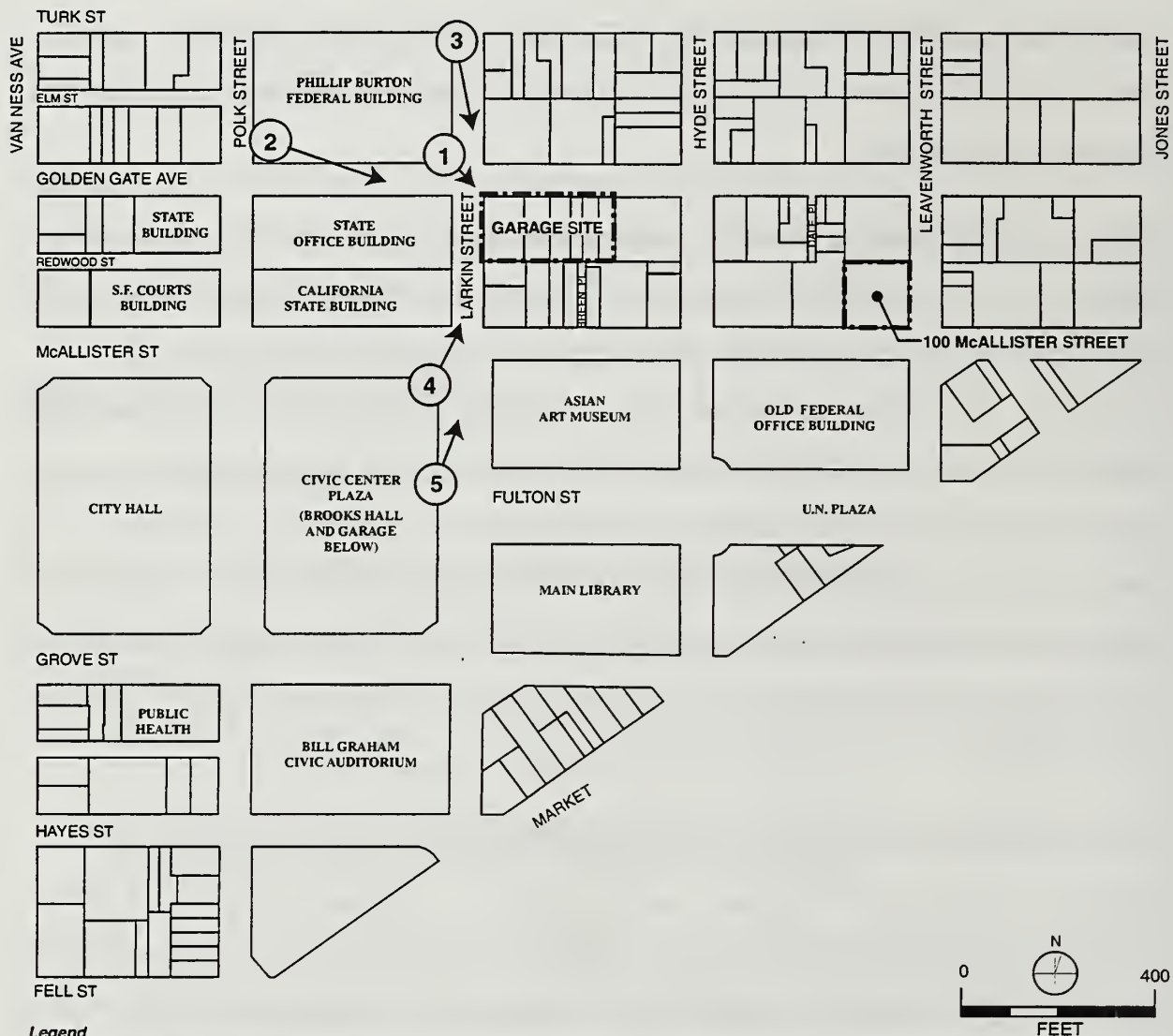
the building's mid point. The garage would be built to the lot lines along Golden Gate Avenue and Larkin Street, with setbacks of 14 feet and 21 feet on the southern and eastern boundaries, respectively.

Exterior cladding would be a combination of plaster, glass, painted concrete, painted metal trelliswork, louvers, and stone veneer panels. The design would be generally compatible with the architectural character of neighboring buildings, including the classical three-part arrangement of base, shaft, and capital. The ground-floor and second floor would have a base element that would continue the horizontal beltcourses found on adjacent buildings.

Extensive glazing would occur along the ground-floor retail uses fronting Golden Gate Avenue and Larkin Street, similar to adjacent uses. The garage would have architectural elements such as entrance towers and parapets, referring to the design of adjacent buildings. Landscape plantings would be placed in painted fiberglass "window boxes" on the north, east, and west facades.

The parking structure would be visible from the Phillip Burton Federal Building Plaza directly across the street (Viewpoints 1 and 2 on Figure 12, and Figures 13B and 14B). Views would change from a surface parking lot to seven-story development. The horizontal elements of the new structure would be built to the streetwall, and therefore generally consistent with adjacent structures to the north and west of the project site. The project would be taller than the surrounding development, but not to a substantial degree. Ground-floor retail uses, visible along the east side of Larkin Street, would be continued with the parking structure, creating visual consistency at the ground-floor, sidewalk level.

Some views of the Federal Building Plaza would be lost with the construction of the proposed project. West-facing views of the plaza from the Hastings academic building, as well as northwest-facing views from the rear elevations of residential buildings located south of the



Legend



PROJECT SITES

- 1 FIGURE 13A AND B VIEW OF PARKING GARAGE SITE LOOKING SOUTHEAST FROM CORNER OF GOLDEN GATE AVENUE AND LARKIN STREET
- 2 FIGURE 14A AND B VIEW OF PARKING GARAGE SITE LOOKING EAST FROM THE FEDERAL BUILDING PLAZA AT GOLDEN GATE AVENUE
- 3 FIGURE 15A AND B VIEW OF PARKING GARAGE SITE LOOKING SOUTH FROM LARKIN STREET NEAR TURK STREET
- 4 FIGURE 16A AND B VIEW OF PARKING GARAGE SITE LOOKING NORTH FROM McALLISTER STREET NEAR LARKIN STREET
- 5 FIGURE 17A AND B VIEW OF PARKING GARAGE SITE LOOKING NORTH FROM THE CIVIC CENTER PLAZA AT FULTON STREET

11/7/01

SOURCE: EIP Associates

EIP

**HASTINGS COLLEGE OF LAW
FIGURE 12: VIEWPOINT LOCATIONS**



13A. EXISTING VIEW



13B. EXISTING VIEW WITH SIMULATED PROJECT

SOURCE: Square One Productions



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**FIGURE 13: VIEW OF PARKING GARAGE SITE LOOKING SOUTHEAST
FROM CORNER OF GOLDEN GATE AVENUE AND LARKIN STREET**



14A. EXISTING VIEW



14B. EXISTING VIEW WITH SIMULATED PROJECT

SOURCE: Square One Productions



HASTINGS COLLEGE OF LAW

**FIGURE 14: VIEW OF PARKING GARAGE SITE LOOKING EAST
FROM THE FEDERAL BUILDING PLAZA AT GOLDEN GATE AVENUE**



15A. EXISTING VIEW



15B. EXISTING VIEW WITH SIMULATED PROJECT

SOURCE: Square One Productions



HASTINGS COLLEGE OF LAW

FIGURE 15: VIEW OF PARKING GARAGE SITE LOOKING SOUTH
FROM LARKIN STREET NEAR TURK STREET



16A. EXISTING VIEW



16B. EXISTING VIEW WITH SIMULATED PROJECT

SOURCE: Square One Productions

EIP

HASTINGS COLLEGE OF LAW
 FIGURE 16: VIEW OF PARKING GARAGE SITE LOOKING NORTH
 FROM McALLISTER STREET NEAR LARKIN STREET



17A. EXISTING VIEW



17B. EXISTING VIEW WITH SIMULATED PROJECT

12 18 01

SOURCE: Square One Productions

EIP

HASTINGS COLLEGE OF LAW
 17: VIEW OF PARKING GARAGE SITE LOOKING NORTH
 FROM THE CIVIC CENTER PLAZA AT FULTON STREET

project site, would be obstructed. Partial north-facing views of this plaza would also be obstructed by the project from the side elevation of the residential building at 324 Larkin.

These views from private buildings were limited until about ten years ago, when structures on a portion of the garage site were demolished after the Loma Prieta Earthquake. In general, the proposed project would be compatible with surrounding development and would not substantially block major views from street locations, or from the Phillip Burton Federal Building Plaza.

From the intersection of Turk and Larkin Streets (Viewpoint 3 on Figure 12 and Figure 15B), the parking garage structure would be visible along the east side of Larkin Street. The new structure would fill a gap in the building frontage along Larkin Street. The horizontal elements of the new structure would be consistent with adjacent structures, to the north and south of the project site. The new structure would be taller, but not to a substantial degree, and would be generally compatible with adjacent buildings to the north and south.

From the northern edge of the Civic Center Plaza at McAllister Street (Viewpoint 4 on Figure 12 and Figure 16B), the parking garage structure would be visible along the east side of Larkin Street. The new structure would fill a gap in the building frontage along Larkin Street. The horizontal elements of the new structure would be built to the existing streetwall, consistent with adjacent structures on the block and in the vicinity. Some existing views of the Civic Center from the upper floors of the residential building located at the northeast corner of Larkin Street and Golden Gate Avenue would be obstructed by the proposed project. Views of public buildings and facilities, including Civic Center Plaza, the historic

Civic Center Powerhouse, the California State Building, and the State Office Building, would be generally maintained from this vantage point.

From the Civic Center Plaza at Larkin Street near Fulton Street (Viewpoint 5 on Figure 12 and Figure 17B), the west elevation of the parking structure and the upper level would be

visible above the roofline of the existing residential buildings located directly south of the project site, along Larkin and McAllister Streets. The top floor of the parking structure would be visible above these buildings, as would the mechanical spaces atop the westernmost elevator shaft, extending another 27 feet above the parapet. Although portions of the project would be visible from the Civic Center Plaza, primary views from this area would be maintained, and project components would not substantially detract from the visual prominence of the larger Beaux Arts style public buildings in the vicinity. The proposed project would not be substantially incompatible with surrounding development, nor would it block views of, or from, the Civic Center Plaza.

Views From Adjacent Residential Uses

The existing, north-facing views from the north elevations of the residential buildings immediately south of the project site would be obstructed by the parking garage. The parking garage would be approximately 57 ft. away from the north facing (rear) elevation of the residential building at 270 McAllister, approximately 30 ft. away from the rear elevations at 246 McAllister Street (Abigail Hotel) and 250-260 McAllister Street, and approximately 16 ft. away from the north side of 324 Larkin Street. Views of the project site from these buildings would change from a surface parking lot to include the south façade of the parking structure comprised of painted concrete, metal trellises, opaque glass, and louvered window openings at levels two through seven. Additional landscape plantings including approximately eight poplar trees and a concrete walkway would be visible in the 14-ft. setback on the south side of the garage. Portions of the structure would be visually screened through these landscape plantings. While north-facing views from these residences would be blocked, this change in views from private residences would be typical of conditions that occur in dense urban areas in San Francisco. This would not be considered a significant visual impact.

Views of major public buildings and open spaces from the surrounding uses would generally be maintained. Ground-floor retail uses, visible along the east side of Larkin Street, would

continue with the parking structure, creating a consistency in visual activity at the sidewalk level. As a result, the proposed project would not have a substantial adverse impact on the visual quality of the surrounding development, nor would it block significant views from these vantage points.

A single building on a 275-ft.-long site with retail uses, driveways, and architectural patterns of windows and planters would be a noticeable change in existing conditions. The height and bulk would be generally consistent with applicable City controls for the site. The continuous frontage would be similar to patterns of other public buildings in the Civic Center area occupying block fronts. The proposed garage would contrast with other existing patterns of older buildings on 50-to-75-ft.-wide lots, such as nearby residential uses on Larkin Street and Golden Gate Avenue. Overall, the project would be infill in an existing dense urban area, and would not change major views of open space of public buildings from public areas. Therefore, the visual quality effects of the proposed garage would not be significant.

Impact D.2: The proposed project would not cause glare that would be hazardous to motorists or adverse effects to adjacent uses. (No Impact)

The proposed garage project would create a new source of light, in the form of internal illumination and safety lighting on all levels, motion-sensor security lighting on the south side setback, lighting on the roof in the form of light poles, and headlights from vehicles using the garage. The project would increase the overall lighting levels on the site, and would be visible from adjacent areas.

The project would use lighting fixtures and elements to limit “spill over” effects on adjacent properties. All lighting would be in the form of down-lighting, directed away from adjacent uses to eliminate off-site glare. Metal louvers would be placed within the window openings on the south façade to reduce potential light effects on adjacent residential uses. Headlight glare from vehicles in the garage would be blocked by solid walls that would be higher than the typical level of vehicular headlights, as well as louvers in the window openings. Only

minimal lighting necessary for safety purposes would be maintained within the garage between from 12 PM to 6 AM when the garage would be closed to non-monthly users. Overall, lighting levels would be generally consistent with lighting found in the immediate area, and typical for lighting levels found in urban areas.

The ground-floor retail uses would use non-reflective glass, thereby having no potential to create a traffic hazard to motorists on Golden Gate Avenue or Larkin Street, in the form of reflected sunlight. As a result, the proposed project would have a less-than-significant impact related to light and glare.

MITIGATION

No significant adverse effects related to visual quality were identified. Therefore, no mitigation measures are required.

E. SHADOW

This section identifies the existing open spaces near the proposed parking garage site and discusses shadow impacts, if any, on these open spaces and other street-level areas. It was determined that the residential upgrade project would have no potential shadow impacts (see Initial Study, Appendix A), and is therefore not evaluated in this EIR. Primary sources for this section were the *State of California San Francisco Civic Center Complex Draft EIR*,¹ and a shadow analysis from CADP Associates.²

SETTING

Existing public open space in the project vicinity includes Civic Center Plaza, one block southwest of the proposed parking garage project site; the War Memorial Court, between the Opera House and the Veterans' Building in the War Memorial Complex on Van Ness Avenue; and United Nations Plaza, which extends from Hyde Street to Market Street generally in the Fulton Street right-of-way. The Phillip Burton Federal Building on Golden Gate Avenue between Polk and Larkin Streets includes a plaza that was recently renovated to improve pedestrian access and use. In the project vicinity, Civic Center Plaza and the United Nations Plaza are under the jurisdiction of the San Francisco Recreation and Park Department and thus subject to Section 295 of the *Planning Code* for review of projects under City jurisdiction.

IMPACTS AND MITIGATION

SIGNIFICANCE CRITERIA

While the Hastings project is not subject to local review under the *City Planning Code*, Section 295 of the *Code* provides one standard for review of shadow effects. *Planning Code* Section 295 was adopted in 1984 to protect certain public open spaces from shadowing by new

structures. Section 295 generally prohibits the issuance of building permits for structures over 40 feet in height that would shade property under the jurisdiction of the San Francisco Recreation and Park Commission during the period from one hour after sunrise to one hour before sunset, at any time of the year, unless the City Planning Commission, in consultation with the General Manager of the Recreation and Park Commission, determines that such shade would not have a significant impact on the use of such property. Thus, a project would have a significant shadow effect if it would result in substantial new shadow on public open space under the jurisdiction of the Recreation and Park Commission during these hours.

IMPACTS

As noted, the proposed parking garage would be a state project constructed on state-owned land, and would not be subject to local regulations. The following discussion is provided for informational purposes.

Impact E.1: The proposed project would add no new shadow on public open space under the jurisdiction of the San Francisco Recreation and Park Commission. (No Impact)

Figure 22 identifies the extent of all project shadows at all times of the year without intervening buildings. This analysis considers shadows cast by currently existing structures in the site's vicinity as well as shadows cast by the proposed project. As shown in Figure 22, no new project shadows would be cast on the Civic Center Plaza or the United Nations Plaza, the nearest open space under Recreation and Park Commission jurisdiction. Therefore, the proposed garage would have no shadow impact.

Impact E.2: The proposed project would add shade to nearby streets and sidewalks, and to the easterly portion of the Federal Building Plaza. Those shown would not adversely affect the use of those areas. (Less-than-Significant)

A shadow analysis for the proposed parking garage was prepared for the hours of 10:00 AM, 12:00 noon and 3:00 PM during the months of March, June, September and December (see

Figures 18 – 21). Figures 18-21 show that the proposed garage would not add any shade to the Federal Building Plaza, on the north side of Golden Gate Avenue west of the project site, after 10AM at any time of the year. From April to August, the project would add no new shade to that open space at any time during the day. Therefore, the project would not affect sun conditions on that open space during midday periods of higher use. (Less than Significant)

March 21 (Figure 18)

At 10:00 AM, the proposed parking garage would cast shadow on sidewalk areas directly adjacent to the project site and across Golden Gate Avenue from the project site. Shade would also be cast onto the adjacent sidewalk areas and the intersection at the northwestern corner of the project at Golden Gate Avenue and Larkin Street. By 12:00 noon, the project would not cast shade on Larkin Street. There would be new shade on sidewalk areas across Golden Gate Avenue. At 3:00 PM, there would be new shade on the sidewalk area across Golden Gate Avenue fronting the project.

June 21 (Figure 19)

At 10:00 AM, the project would shade sidewalk areas on Larkin Street to the west of the project site. The sidewalk directly bordering the project on Golden Gate Avenue would also be in shade. At 12:00 noon, the project would shade the sidewalk area directly adjacent to the proposed project to the north along Golden Gate Avenue, and would not shade sidewalks located on Larkin Street. At 3:00 PM, the project would shade only the sidewalk area directly fronting the project site on Golden Gate Avenue.

September 21 (Figure 20)

At 10:00 AM, the project would shade sidewalk areas adjacent to the northwestern corner of the project site on Golden Gate Avenue and Larkin Street. Shade would also be cast on about 20% of the sidewalk areas across Larkin Street from the project site and on sidewalk areas

across Golden Gate Avenue from the project site. At 12:00 noon, the project would shade the Larkin Street sidewalk directly adjacent to the project site. At 3:00 PM, all shade cast by the project on Larkin Street opposite the project site would be eliminated.

December 21 (Figure 21)

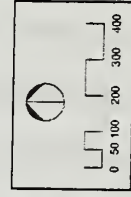
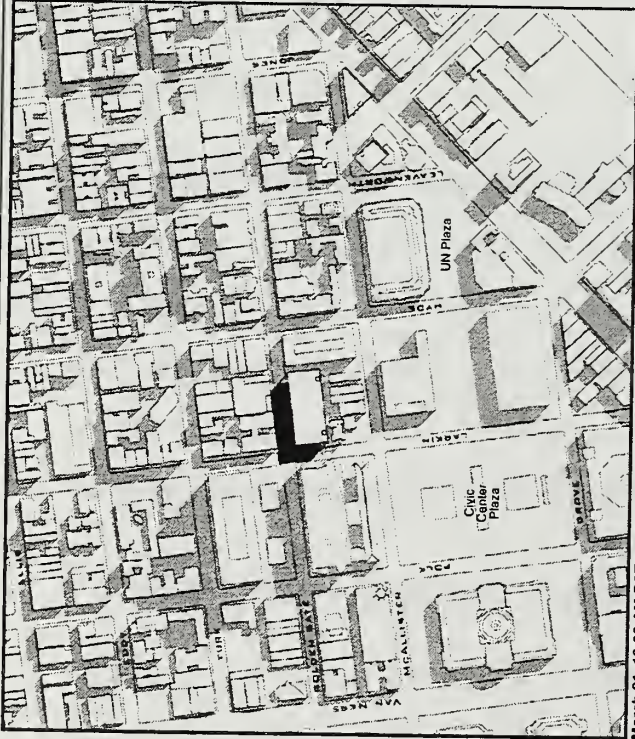
At 10:00 AM, the project would shade sidewalk areas bordering the project site on Golden Gate Avenue and Larkin Street. Shade would also be cast on the Larkin Street sidewalk and part of the Phillip Burton Federal Building Plaza and on the Golden Gate Avenue sidewalk west of the project site. After 10:00 AM, the project would not shade the Federal Building plaza and sidewalk areas. By 12:00 noon, the project would shade portions of the structures located across Golden Gate Avenue from the project site, which is dominated by existing shade, and only a small portion of this shade would be created by the proposed project. By 3:00 PM, the project would continue to shade portions of the structures located across Golden Gate Avenue from the project site.

MITIGATION MEASURES

Because no significant impacts would be caused by the proposed project, no mitigation measures are identified.

NOTES - Shadow

- ¹ State Department of General Services, *State of California San Francisco Civic Center Complex Draft EIR*, Sacramento, California, November 4, 1994.
- ² CADP Associates, *Shadow Analysis for the Hastings College of the Law Parking Garage*, San Francisco, California, November 15, 2001.



March 21

Existing Shadows

Net New Shadows

SOURCE: CADP

EIP

HASTINGS COLLEGE OF LAW

FIGURE 18: PROJECT SHADOW PATTERNS - MARCH 21



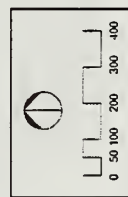
June 21, 12:00 NOON PST



June 21, 10:00 AM PST



June 21, 3:00 PM PST

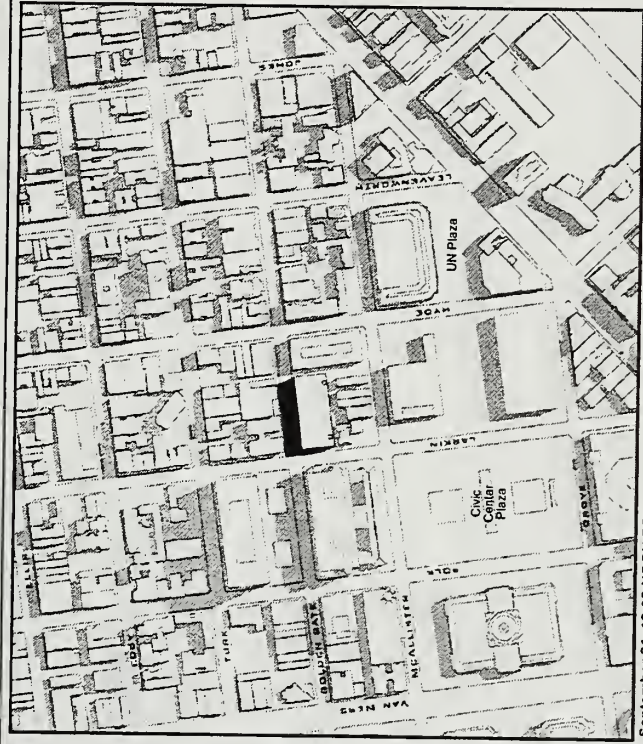


June 21
Existing Shadows
Net New Shadows

SOURCE: CADP

EIP

HASTINGS COLLEGE OF LAW
FIGURE 19: PROJECT SHADOW PATTERNS - JUNE 21



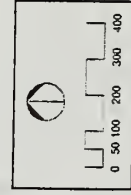
September 21, 12:00 NOON PST



September 21, 10:00 AM PST



September 21, 3:00 PM PST



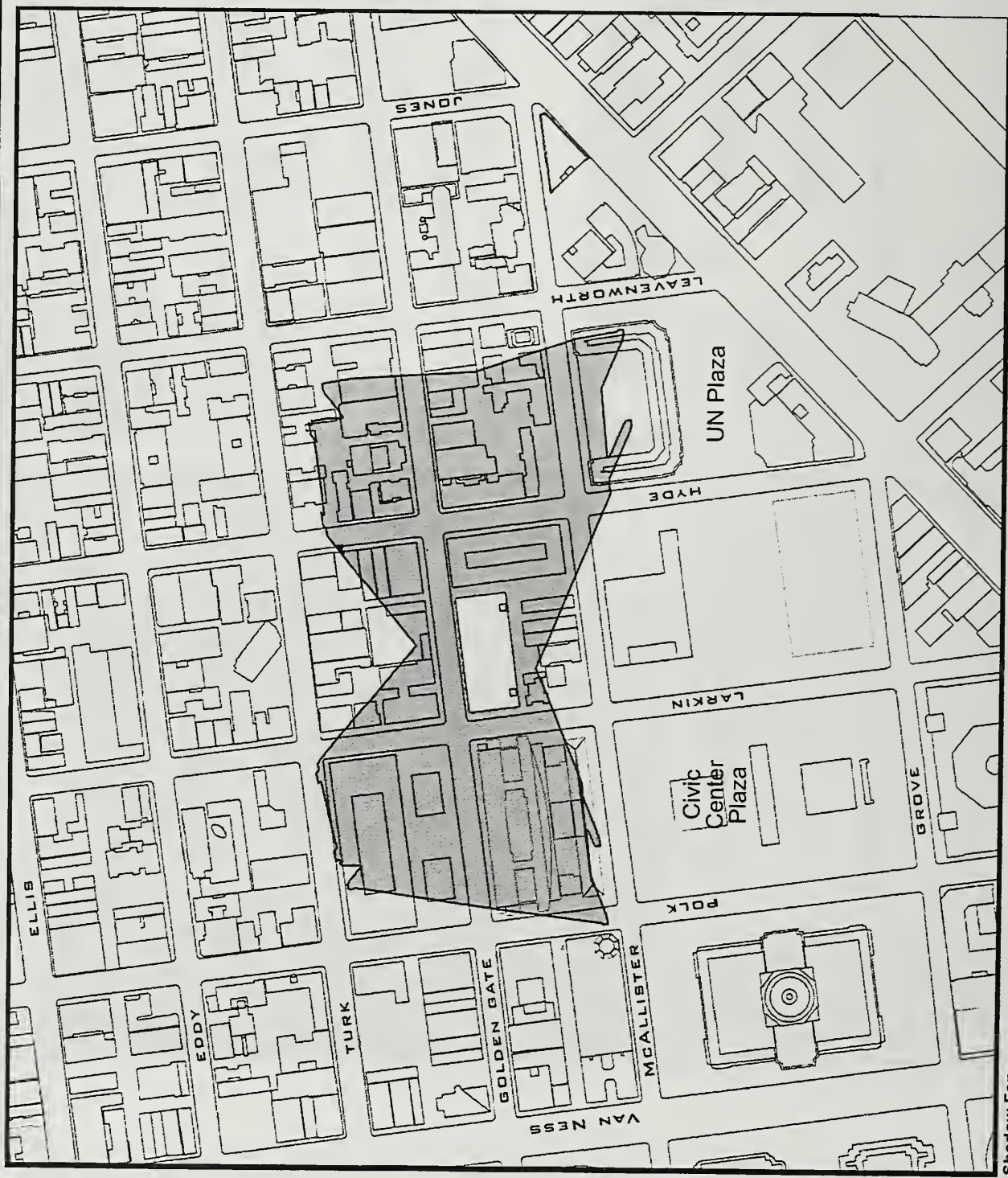
September 21

Existing Shadows
Net New Shadows

HASTINGS COLLEGE OF LAW
FIGURE 20: PROJECT SHADOW PATTERNS - SEPTEMBER 21



HASTINGS COLLEGE OF LAW
FIGURE 21: PROJECT SHADOW PATTERNS - DECEMBER 21



Shadow Fan

SOURCE: CADP

ELP

HASTINGS COLLEGE OF LAW
FIGURE 22: YEAR-ROUND SHADOW TRACE

F. AIR QUALITY

This section identifies the regional and local air quality conditions applicable to the proposed parking garage project. This section also identifies the existing air quality standards and management plans. Finally, this section identifies significant air quality impacts associated with the proposed parking garage project, and provides mitigation measures to eliminate or reduce these impacts, if any.

Air quality impacts associated with the proposed residential upgrade project were determined to be less than significant (see Initial Study, Appendix A), and are therefore not discussed in this section of the EIR.

SETTING

REGIONAL AND LOCAL AIR QUALITY CONDITIONS

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants: ozone (O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). On the basis of the monitoring data, the nine-county San Francisco Bay Area Air Basin has a history of recorded violations of federal and state ambient air quality standards for ozone, carbon monoxide, and PM_{10} . Since the early 1970s, substantial progress has been made toward controlling these pollutants. The progress has led the area to attaining all state and federal standards except those for ozone and PM_{10} . The Bay Area is an ozone nonattainment area for state and federal purposes. For PM_{10} , the Bay Area does not meet the state standard, but does meet the federal standard.

The BAAQMD operates air quality monitoring stations in San Francisco at 10 Arkansas Street (at the foot of Potrero Hill) and at 939 Ellis Street (near the Civic Center). Either

location would probably be representative of conditions in the project vicinity; however, the Ellis Street station monitors only carbon monoxide. Peak carbon monoxide concentrations observed at the Ellis Street station tends to be slightly higher than those observed at Arkansas Street.

Because the project site is located in a more urbanized area than at Potrero Hill, carbon monoxide concentrations would also tend to be higher than those observed at the Arkansas Street station. Ozone and particulate matter data at the Arkansas Street station show the following:

- During the period of 1998 through 2000, the state 1-hour ozone standard and the federal 1-hour and 8-hour ozone standards were not exceeded on any day at the Arkansas Street station. During this period, state and federal standards were exceeded in the eastern part of the district and in the Santa Clara Valley.
- During the period of 1998 through 2000 at the Arkansas Street station, the state 24-hour PM₁₀ standard was exceeded in no more than 10 percent of the samples per year, the federal 24-hour standard was not exceeded at all, and the state and federal annual standards were not exceeded at all. The federal standards were not exceeded in the district.

The regional and local air quality data show that the region has made considerable progress toward meeting the state and federal standards. At this time, the region does not meet ozone standards, and violations of the state and federal standards for ozone continue to persist. Pollutants tend to be carried away from San Francisco into the more sheltered areas of the region and cause violations of the standards there. In this manner, regional benefits will occur with efforts to control San Francisco's emissions.

The emission sources that currently exist in the project area are traffic-related; most notable are the heavy volumes of traffic along Market Street south of the project site and Van Ness Avenue west of the project site. Emissions due to traffic congestion dominate the localized air quality in the vicinity of the project. Small stationary sources of air pollutants from office and commercial activity in the project site vicinity would constitute minor sources (e.g., water

heaters, print shop ventilation equipment, etc.). The emission sources at the project site are primarily from vehicular use of the parking lot. Levels one through seven of the garage would be naturally ventilated, while mechanical ventilation equipment would exhaust vehicular emissions from the enclosed basement levels to the northernmost corners of the roof.

Ambient Air Quality Standards

Federal, state, and local laws and regulations form the foundation for controlling air pollution. The federal Clean Air Act, including amendments of 1990, and the California Clean Air Act of 1988 specify that federal and state regulatory agencies set upper limits on the airborne concentrations of six criteria air pollutants. National Ambient Air Quality Standards exist for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter, and lead.¹ Reactive organic gases (ROG) and oxides of nitrogen (NO_x) are also regulated as precursor contaminants that react in the atmosphere to form ozone, and particulate matter is regulated as inhalable particulate matter less than ten microns in diameter (PM₁₀).

The federal and state standards for these pollutants are designed to protect all segments of the population including those most susceptible to the pollutants' adverse effects (e.g., the very young, the elderly, people weak from illness or disease, or persons doing heavy work or exercise).

Air Quality Management Plans

The federal Clean Air Act, as amended, and the California Clean Air Act provide the legal framework for attaining and maintaining the ambient air standards. Both the federal and state acts require that the California Air Resources Board (CARB) designate as "nonattainment areas" portions of the state where federal or state ambient air quality standards are not met. Where a pollutant exceeds standards, the acts require implementation of air quality

management plans that demonstrate how standards will be achieved. These laws also provide the basis for the implementing agencies to develop mobile and stationary source performance standards.

The BAAQMD is the primary agency responsible for planning, implementing, and enforcing federal and state ambient standards in the Bay Area. Most recently, in 2000, the BAAQMD revised the region's State Implementation Plan (SIP) for ozone. The SIP is maintained for the region because of ongoing exceedances of the federal ozone standard. The SIP is a compilation of plans and regulations prepared jointly by the BAAQMD, the Metropolitan Transportation Commission, and the Association of Bay Area Governments that governs how the region and state will comply with the federal Clean Air Act requirements to attain and maintain the ozone standard. The state ozone and PM₁₀ standards are also exceeded in the region. Because of the ozone violations, the BAAQMD is required to prepare a Clean Air Plan to attain the state standard. Maintenance of the ozone standard is required to be addressed every three years

No state plan is required to meet state PM₁₀ standards. Local environmental plans and policies also recognize community goals for air quality. The San Francisco General Plan includes the 2000 Air Quality Element.² The objectives specified by the City include the following:

- Objective 2: Reduce mobile sources of air pollution through implementation of the Transportation Element of the General Plan.
- Objective 3: Decrease the air quality impacts of development by coordination of land use and transportation decisions.
- Objective 5: Minimize particulate matter emissions from road and construction sites.
- Objective 6: Link the positive effects of energy conservation and waste management to emission reductions.

IMPACTS AND MITIGATION

SIGNIFICANCE CRITERIA

A project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the significance criteria as follows:

- The project impacts would be considered significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day (lb/day) of ROG, NO_x, or PM₁₀, or cause CO concentrations above the state ambient air quality standard;
- The project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards.³
- If project air quality impacts would not exceed the BAAQMD thresholds, the project still may be found to contribute to significant cumulative air quality impacts if the project is inconsistent with the local general plan's air quality element.⁴

METHODOLOGY

Regional emissions caused by project-related traffic are estimated using the CARB URBEMIS7G computer program.⁵ URBEMIS assesses the region-wide impacts of proposed land use development based on the increased vehicle trips caused by the project. This information is provided by the project's transportation analysis.⁶

Carbon monoxide concentrations near congested intersections are analyzed using Caltrans' CALINE4 program and the CO Protocol from the Institute of Transportation Studies. This guidance is used to evaluate "worst-case" air quality conditions at the most heavily impacted intersections.^{7,8} As recommended by the BAAQMD *CEQA Guidelines*,⁹ worst-case conditions are considered by placing receptors in locations that yield maximum exposure (at the sidewalk corners) and by assuming a stable atmosphere where dispersion of CO in the vicinity of the intersection would be minimal.

IMPACTS

Impact F.1: Construction activities associated with the project would generate dust (PM₁₀) during excavation and grading activities and the heavy equipment used would emit criteria air pollutants (ROG, NO_x, SO_x and CO). This would be a short-term adverse impact. (Less Than Significant)

Construction emissions would occur in short-term and temporary phases, but they could still cause adverse effects on local air quality. The BAAQMD, in its *CEQA Guidelines*, has developed an analytical approach that obviates (does away with) the need to estimate these emissions quantitatively. Instead, BAAQMD has identified a set of feasible PM₁₀ control measures for construction activities. Basic control measures for emissions of dust during construction are: (1) water all active construction areas at least twice daily; (2) cover all trucks hauling soil, sand, and other loose materials or require trucks to maintain at least two feet of freeboard; (3) pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas; (4) sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas; and (5) sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

In addition, construction equipment engines should be kept properly tuned at all times and unnecessary idling of internal combustion engines should be prohibited near sensitive receptors. Because the project would include these mitigation measures, it would not cause significant construction-related air quality effects.

Impact F.2: Traffic generated by the proposed project would incrementally increase regional vehicular emissions, but would not result in emissions exceeding the BAAQMD significance thresholds. (Less Than Significant)

The proposed project would result in a total increase of approximately 1,800 vehicle trips per day.¹⁰ Based on URBEMIS7G modeling results, increased trips associated with the proposed project would generate approximately 39 lb/day of ROG, 40 lb/day of NO_x, and 14 lb/day of PM₁₀.¹¹ As such, implementation of the project would not result in operation emissions

exceeding the BAAQMD's significance thresholds for ROG, NO_x or PM₁₀ and thus would not result in a significant impact. Exhaust emissions from mechanical venting equipment on the roof would be located over 120 feet away from residential uses on the project block, and would not be a substantial source of exhaust gasses.

Impact F.3: Traffic generated by the project would result in incremental increases in localized CO emissions but would not contribute substantially to existing or projected violations of air quality standards. (Less Than Significant)

Using the URBEMIS7G methodology described above, the project would generate about 363 lb/day of CO. The BAAQMD has established a threshold of 550 lb/day, above which a localized CO analysis is recommended. Although the project would not cause overall emissions of CO above this threshold, project traffic would contribute to increased localized CO concentrations in the immediate vicinity of congested intersections. As discussed in Section III.B, Transportation and Circulation, study intersections would operate at the same level of service with or without the project. As such, the project would not contribute substantial increases in localized CO emissions at these intersections.

MITIGATION MEASURES

Because no significant impacts would be caused by the proposed project, no mitigation measures are identified.

NOTES – Air Quality

- ¹ National Ambient Air Quality Standards have been established for criteria pollutants, named for the "criteria" documents that justified their regulation.
- ² City and County of San Francisco, Planning Department, *Air Quality – An Element of the General Plan of the City and County of San Francisco*, July 1997.
- ³ BAAQMD *CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, Section 2.3.

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- ⁴ BAAQMD *CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, Page 18.
- ⁵ San Joaquin Valley Unified Air Pollution Control District, *URBEMIS7G Computer Program User's Guide*, Version 3.2 – Emissions Estimations for Land Use Development Projects, August 1998.
- ⁶ Fehr and Peers, *Hastings College of the Law Traffic Study*, prepared for EIP Associates, December 14, 2001.
- ⁷ California Department of Transportation, Division of New Technology and Research, *CALINE4 - A Dispersion Model for Predicting Air Pollutant Concentrations Near Roadways*, June 1989.
- ⁸ Institute of Transportation Studies, University of California, Davis, *Transportation Project-Level Carbon Monoxide Protocol*, Revised December 1997.
- ⁹ BAAQMD *CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, Table 10, page 35.
- ¹⁰ $(489 \text{ displaced trips} + 26 \text{ retail trips}) \times 3.5 \text{ trips per parking space} = 1,800 \text{ total daily trips}$.
- ¹¹ The URBEMIS7G model uses emission factors from the CARB EMFAC7G emissions model. Vehicle operating characteristics are determined by each land use type in the proposed project and the setting of the project. Default values recommended by BAAQMD *CEQA Guidelines* are used for the average trip length. Worst-case summer (ozone season) and winter (CO season) temperatures are as recommended in the URBEMIS7G User's Guide, August 1998.

G. NOISE

This section discusses the noise setting of project vicinity and comparable projects in the immediate area. This section also discusses local noise regulations as they apply to the proposed project. Finally, this section identifies significant noise impacts associated with the proposed parking garage, and provides mitigation measures to eliminate or reduce these impacts, if any. This section is based on noise measurements and fieldwork by EIP Associates.

Noise impacts associated with the residential upgrade project at 100 McAllister Street were determined to be less than significant (see Initial Study, Appendix A) and are not discussed in this section of the EIR.

SETTING

EXISTING NOISE CONDITIONS

The existing ambient noise environment in the vicinity of the project site is typical of downtown San Francisco, dominated by vehicular traffic including cars, trucks, buses and emergency vehicles. The Downtown Plan EIR¹ indicated a day-night average noise level (Ldn) of 73 to 75 dBA in 1984 on Tenth Street and Van Ness Avenue, respectively, which are the closest identified major streets to the project site. Peak AM and PM noise measurements were taken at the Performing Arts Garage at Grove and Gough Streets on November 7, 2001, for purposes of comparison. This parking structure, approximately 0.25 miles west of the project site, would have operational characteristics as the proposed project. The peak morning hour noise levels at the Grove Street garage ranged from 70 dBA to 74 dBA. The peak evening hour noise levels ranged from 71 dBA to 75 dBA.

EXISTING LAND USES AND SENSITIVE RECEPTORS

Existing surrounding land uses are a mixture of office, commercial, educational, performing arts and residential uses. Most buildings in the area have retail commercial uses (i.e. restaurants, personal services, etc.) on the ground floor with residential or office uses above. The sensitive receptors in the project area include the residential uses within 100 feet north and south of the site, as well as the educational uses (Hastings academic building) immediately east of the project site. Senior housing is located immediately north of the project site, fronting Golden Gate Avenue.

NOISE REGULATIONS

Although state projects are not subject to local noise regulations, the following is provided for informational purposes. San Francisco noise regulations are stipulated in Article 29 of the Police Code, which states that the City's policy is "to prohibit unnecessary, excessive and offensive noises from all sources subject to police power." Sections 2907 and 2908 of Article 29 regulate construction equipment and construction work at night.

Section 2907 (b) states "it shall be unlawful for any person, including the City and County of San Francisco, to operate any powered construction equipment, regardless of age or date of acquisition, if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance." Exemptions to this requirement include:

- impact tools and equipment with intake and exhaust mufflers recommended by the manufacturers and approved by the Director of Public Works as best accomplishing maximum noise attenuation; and
- pavement breakers and jackhammers equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works as best accomplishing maximum noise attenuation.

Section 2908 prohibits any person, between the hours of 8:00 PM of any day and 7:00 AM of the following day, to erect, construct, demolish, excavate for, alter, or repair any building or structure if the noise level created is in excess of the ambient noise level by 5 dBA at the nearest property line unless a special permit therefore has been applied for and granted by the Director of Public Works.

IMPACTS AND MITIGATION

SIGNIFICANCE CRITERIA

The project would be considered to have a significant impact if it would exceed average noise levels of 80 dBA during project construction (excluding impact tool use), at a 100-foot distance from the source; exceed ambient noise levels by 5 dBA during project construction at the project property line between the hours of 8:00 PM and 7:00 AM; or, create vibration from construction that could substantially damage nearby buildings.

The project would also be considered to have a significant impact if it would create a substantial temporary, periodic or permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

METHODOLOGY

Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments in the site vicinity. This task was accomplished using Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans.² The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and

heavy truck noise is 0.3 to 3.0 dBA lower than national levels.³ Traffic volumes utilized as data inputs in the noise prediction model were provided by the project traffic engineer (see Section III.B, Transportation).

IMPACTS

Impact G.1: The project would not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. (Less Than Significant)

The project is located in a downtown setting where ambient noise levels range from 73 to 75 dBA. Based on the vehicle traffic noise model, the project peak hour noise levels would be approximately 63 to 64.5 dBA. Peak evening hour noise levels at the Performing Arts garage ranged from 71 dBA to 75 dBA, which would approximate noise levels at the project site. At these levels, the project would be below the 80 dBA threshold, and would not create an increase in the ambient noise levels above existing conditions. Measures to further reduce noise from disturbing adjacent residents to the south would include solid walls at the rear (south-facing) elevation, as well as metal louvers where openings do occur to minimize noise intrusion. The pedestrian warning system for cars exiting the garage would be audible at the project driveways, but would not likely be loud enough to substantially affect nearby sensitive uses. Mechanical ventilation equipment would be located on the northern corners of the roof, approximately 120 feet away from residential areas to the south, and approximately 75 feet away from residential areas to the north, and would not be considered a substantial source of noise. Finally, all project-related noise would cease from 12 PM to 6 AM, when the garage would be closed. As such, noise impacts would be less than significant.

Impacts G.2: Construction equipment vibration could damage nearby buildings. As pile-driving is not proposed with the project, levels of vibration from other activities would not be expected to cause damage. (Less Than Significant)

Vibration could be generated by operation of construction equipment. Vibration is typically a concern with use of impact tools (e.g. pile driving) and not with other construction

activities. Since pile driving would not be required, use of other types of construction equipment would not be expected to generate levels of vibration that would cause damage to nearby buildings. However, construction-related truck trips or construction staging in the vicinity could create vibrations. While these activities would not be expected to cause damage to nearby buildings, implementation of Mitigation Measure C.3 (Section III.C, Historic Architectural Resources) would reduce potential impacts associated with vibration to a less than significant level.

Impact G.3: Construction related activities would result in temporary noise increases in the site vicinity (Potentially Significant)

During project construction, temporary noise increases would result from the operation of heavy equipment. The construction period would last approximately 18 months.

Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and receptor, and presence or absence of barriers between noise source and receptor.

Construction noise sources range from about 76 to 85 dBA at 50 feet for most types of construction equipment with slightly higher levels of about 88 to 91 dBA at 50 feet for certain types of earthmoving and impact equipment. Noise levels from pile drivers can generate noise peaks of approximately 101 dBA at 50 feet. However, no foundation pile driving would be required, since the parking structure would have a concrete slab foundation. The rate of attenuation is about 6 dBA for every doubling of distance from a point source. Average noise levels at 50 and 100 feet from the noise source for several types of typical construction equipment and potential noise attenuation are shown in Table 7.

TABLE 7
AVERAGE NOISE LEVELS AND ABATEMENT POTENTIAL OF CONSTRUCTION
EQUIPMENT NOISE AT 50 AND 100 FT. (in dBA)

Equipment	Noise Level at 50 Ft. (Before Mitigation)	With Feasible Noise Control (After Mitigation)	Noise Level at 100 Ft. (Before Mitigation)	With Feasible Noise Control ^{/a/} (After Mitigation)
Earthmoving				
Front Loaders	79	75	73	69
Backhoes	85	75	79	69
Dozers	80	75	74	69
Tractors	80	75	74	69
Scrapers	88	80	82	74
Graders	85	75	79	69
Trucks	91	75	85	69
Pavers	89	80	83	74
Materials Handling				
Concrete Mixer	85	75	79	69
Concrete Pump	82	75	76	69
Crane	83	75	77	69
Derrick	88	75	82	69
Stationary				
Pumps	76	75	70	69
Generator	78	75	72	69
Compressors	81	75	75	69
Impact ^{/b/}				
Pile Drivers	101	95	95	89
Rock Drills	98	80	92	74
Jack Hammers	88	75	82	69
Pneumatic Tools	86	80	80	74
Other				
Saws	78	75	72	69
Vibrators	76	75	70	69

Notes:

/a/ Estimated levels obtainable by selecting quieter procedures or machines and implementing noise-control features requiring no major redesign or extreme cost.

/b/ Pile-driving and rock-drilling are not proposed as part of the project.

Source: U.S. Environmental Protection Agency. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.*

Average noise levels by construction phase are estimated for typical commercial building construction based on the noise generation characteristics of specific construction equipment types (as listed in Table 7). Results are listed in Table 8.

TABLE 8
TYPICAL COMMERCIAL/INDUSTRIAL CONSTRUCTION NOISE LEVELS

Construction Phase	Average Noise Levels (dBA) at 50 Ft.
Ground Clearing and Excavation	87
Structural Steel and Concrete	85
Wall and Ceilings	85
Finishes ^{/a/}	n/a

Notes:

/a/ This phase refers to finish carpentry, painting, carpet and other such interior work that could be completed only after construction of exterior walls. Most noise would be contained within the building shell. Noise audible on the outside would be largely intermittent and would expect to be quieter than other phases of construction shown in this table.

Source: Luster Construction Management, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, July 30 and August 30, 1993; adapted from U.S. Environmental Protection Agency, December 1971.

Average noise level generated by construction equipment could result in temporary disturbance (e.g., speech interference) to persons in adjacent buildings if the noise level in the interior of those buildings were to exceed 45 to 60 dBA.⁴ A typical building can reduce noise levels by 25 dBA with the windows closed and about 10 to 15 dBA with windows open, although the actual noise attenuation may vary depending on building construction and design.⁵ This noise reduction could be maintained only on a temporary basis in some cases, as it assumes windows would remain closed at all times. Assuming a 25-dBA reduction with the windows closed, an exterior noise level of 70 to 85 dBA at receptors would maintain an acceptable interior noise environment for normal conversation. Such exterior noise levels could be exceeded at uses within 100 feet of the site without feasible noise controls, interfering

with normal speech indoors with the windows closed. When individual types of construction equipment are considered, average noise levels generated by the operation of certain types of construction equipment could exceed 80 dBA at 100 feet without noise controls. This would be considered a significant impact.

Based on Table 8, average noise levels (without feasible noise controls) could be maintained below 80 dBA at 100 feet throughout project construction, except during the ground clearing and excavation phase when average levels would be 81 dBA at 100 feet. This would exceed the 80 dBA criterion at 100 feet and would be considered a significant impact. Residential buildings north and south of the site as well as academic buildings to the east, are within this 100-foot distance. At this distance, the occupants could be subject to exterior noise levels of 81 to 83 dBA. Interior noise levels would be 10 to 25 dBA lower, depending upon open or closed windows during the first three phases of project construction (as outlined in Table 8), when construction occurs on site perimeters closest to these receptors. Other identified uses would be subject to average construction noise levels between 70 and 80 dBA throughout construction.

Any nighttime construction activities (occurring between 8:00 PM and 7:00 AM) would have the potential to result in disturbance of adjacent residential uses due to people's greater sensitivity to nighttime noise. In addition, average noise levels generated by certain types of project construction activities would have the potential to increase the nighttime ambient noise levels by more than 5 dBA, exceeding the 5 dBA significance criteria for nighttime noise. This would be considered a significant impact.

Impact G.4: Project construction would result in a temporary increase in truck traffic noise (Potentially Significant)

Residents located along haul routes would be subjected to truck noise during the 18-month construction period, with most of the truck traffic occurring during the site clearing and excavation phase. After this phase, traffic would be associated primarily with equipment and

supply deliveries. Although the haul route ultimately used would depend on the disposal location, it is anticipated that trucks would travel either southeastward to I-80 or I-280 or westward to Van Ness Avenue or US 101. Trucks leaving the site could travel east on Golden Gate Avenue and south on Hyde Street, because of one-way street patterns, and generate noise effects near residential uses on those streets. The noise from a single passing truck would average 85 dBA at 100 feet (without feasible noise controls) depending on travel speed and truck size. Truck noise would have the potential to exceed the 80-dBA criterion at 100 feet. Mitigation measures identified for Impact G.3 would avoid this significant impact.

MITIGATION

Mitigation G.3: The project shall include construction measures for equipment noise, truck scheduling, and noise barriers to minimize potentially significant construction noise.

- G.3.a. The project contractor shall use equipment and trucks with noise control (e.g., improved exhaust mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. Before project construction, all construction equipment (except for impact tools, pavement breakers and jackhammers) will be tested to ensure that equipment noise does not exceed an average level of 80 dBA at 100 feet.
- G.3.b. The project contractor shall prohibit truck and heavy equipment operations during the nighttime hours (8:00 PM to 7:00 AM) to minimize potential disturbance of adjacent residents.
- G.3.c. The project contractor shall locate stationary construction noise sources, such as compressors, as far from adjacent residences as possible. If it were necessary to locate equipment near existing residences, they shall be enclosed within temporary sheds.
- G.3.d. The project contractor shall use hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA.⁶

Significance After Mitigation G.3.a.-d.: Less Than Significant

Mitigation G.4: Truck noise generation would be restricted under Mitigation G.3.a and G.3.b.

Significance after Mitigation: Less Than Significant

NOTES – Noise

- ¹ San Francisco Department of City Planning, *Downtown Plan EIR*, Case No. 81.3E, certified October 18, 1984, Volume 1.
- ² Rudolf W. Hendriks, *California Vehicle Noise Emission Levels*, January 1987, NTIS, FHWA/CA/TL-87/03.
- ³ Ibid.
- ⁴ In indoor noise environments, the highest noise level that permits relaxed conversation with 100% intelligibility throughout the room is 45 dBA. Speech interference is considered to become intolerable when normal conversation is precluded at 3 ft., which occurs when background noise levels exceed 60 dBA. In outdoor environments, the highest noise level that permits normal conversation at 3 feet with 95% sentence intelligibility is 66 dBA (U.S. Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, 1974.)
- ⁵ U.S. Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, 1974.
- ⁶ U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 1971.

H. CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 requires discussion of significant cumulative effects.

Cumulative effects are those project effects that are added to, and increased by, other projects affecting the same resource. Guidelines direct that cumulative effects reflect either a list of past, present and reasonably foreseeable future projects, or a summary of projections in adopted general plans or related planning documents that evaluate regional or area-wide conditions.

In this EIR, cumulative effects are addressed as appropriate within each environmental topic in Chapter III. The following is a summary of major cumulative effects related to the proposed project.

LAND USE, PLANS, AND ZONING

No significant impacts related to land use, plans, or zoning were identified in Section III A, Land Use, Plans, and Zoning. As a result, there would be no cumulative impacts related to these environmental factors.

TRANSPORTATION AND CIRCULATION

No significant cumulative impacts related to transportation or circulation were identified in Section III.B, Transportation and Circulation. As a result, there would be no cumulative impacts related to these environmental factors. As noted in Section III.B, study area intersections would continue to operate acceptably at LOS A, B, or C under cumulative conditions. The proposed project would provide parking supplies that would help meet future cumulative demand. Overall, however, there may be a future parking deficit in the Civic Center area with or without the proposed parking garage.

HISTORIC ARCHITECTURAL RESOURCES

The geographic context for cumulative impacts to historic architectural resources is one block beyond the boundary of the most inclusive of the Civic Center historic districts, the City-designated Civic Center Historic District. Direct, construction-related impacts (such as vibration, dust, etc.) would be cumulatively considerable when added to other past, present, and future projects on vacant and developable parcels in or near the Civic Center. The Civic Center area is mostly built-out, with no vacant and developable parcels remaining within the district, and few on the edge of the district. Renovation or expansion projects would continue to occur within or adjacent to the Civic Center which could impact the contributing buildings to the district(s). However, the construction-related effects of these projects would be reduced to a less-than-significant level with the implementation of existing historic preservation legislation requiring consultation with SHPO and the City and County of San Francisco. Both SHPO and the City would require mitigation measures to reduce construction-related effects to a less than significant level.

Interior renovation and/or upgrade activities of historically significant buildings in or near the Civic Center would also continue to occur in the future. However, implementation of existing historic preservation legislation requiring rehabilitation projects to be completed according to the *Secretary of the Interior's Standards*, would reduce cumulative impacts to a less-than-significant level. As a result, the project's cumulative contribution to historic architectural impacts would be less-than-significant.

VISUAL QUALITY

No significant impacts related to visual quality were identified in Section III.D, Visual Quality. As a result, there could be no cumulative impacts related to visual quality.

SHADOW

No significant impacts related to shadows were identified in Section III.E, Shadows. As a result, there could be no cumulative impacts related to shadows.

AIR QUALITY

The San Francisco Bay Area Air Basin is a nonattainment area for ozone. Ozone is created region-wide by atmospheric chemical reactions between ROG and NO_x in the presence of ultraviolet sunlight in warm temperatures. Therefore, all regional emissions of ROG and NO_x contribute to cumulative regional increases in ozone levels. The BAAQMD's planning efforts aim to reduce ozone levels while allowing growth to occur, and the BAAQMD CEQA *Guidelines* establish the criteria for identifying significant contributions to cumulative air quality impacts. As presented in Section III.F, Air Quality, the project individually would not be expected to have any significant air quality impacts. The project would also not conflict with relevant objectives in the Air Quality Element of the San Francisco *General Plan*. Based on this information, the project would not be expected to contribute significantly to cumulative air quality impacts and is therefore not considered a significant cumulative impact.

NOISE

As previously noted, the Civic Center area is mostly built-out, with no vacant and developable parcels remaining within the district, and few on the edge of the district. Renovation or expansion projects would continue to occur within or adjacent to the Civic Center which could impact the ambient noise level in the site vicinity. However, these renovation and expansion projects would not be expected to generate construction noise effects above the 80-dBA criterion in the vicinity of the project site. Since no other major construction project is planned within the site vicinity, cumulative construction noises are not

expected to increase the ambient noise levels above the 80-dBA criterion. Therefore, this is not considered a significant cumulative impact.

IV. ALTERNATIVES

A. ALTERNATIVE 1: NO PROJECT

DESCRIPTION

This alternative would entail no changes to the proposed sites. The site would continue to operate as a surface parking lot accommodating approximately 155 cars (175 to 200 with valet parking), serving the public and the Hastings community. For the foreseeable future, state agencies would continue to lease storage space and park vehicles elsewhere in San Francisco.

The building at 100 McAllister Street would continue to provide 252 units of residential housing for Hastings students, and would remain with its current seismic and fire-life/safety systems, dating from 1981, intact. Fire escapes would remain on the exterior of the building. No alterations to the interior spaces would occur. Hastings would continue to lease commercial space to their existing tenants.

IMPACTS

If the project did not proceed, the impacts associated with the proposed project would not occur. The environmental characteristics of this alternative would be generally as described in the Setting sections of this report (see Chapter III, Setting, Impacts, and Mitigation, for discussion of existing conditions).

The No-Project Alternative would not meet Hasting's objectives of increasing its operational flexibility or providing parking to serve users of nearby public services and the general public. The No-Project Alternative would not allow joint use of state property for storage and parking uses. Also, the No-Project Alternative would not increase on-campus amenities and services. The No-Project Alternative would not increase on-campus amenities and services, including improved access to the College.

The parking garage site would remain as an open parking lot without street trees or with structures built to the streetwall providing ground-floor, neighborhood-serving retail uses. The visual quality of the east side of Larkin Street would continue to appear as having a gap.

Under the No-Project Alternative, elimination of the proposed parking garage project would not allow funding for the proposed residential upgrades to the building at 100 McAllister Street, as revenue sources from the garage would have paid for these improvements. As these projects are linked financially, one would not occur without the other.

The Hastings residential building at 100 McAllister Street would continue not to meet current seismic and fire/life safety codes. The number of residential units would remain at 252 units, and would not provide for an additional 80 units of on-campus housing. Current and future Hastings students who desire to live on campus would continue to commute to the school via various modes of transportation, and would seek other affordable housing units in the project area.

B. ALTERNATIVE 2: ELIMINATION OF TOP-FLOOR ELEVATOR SERVICE

DESCRIPTION

This alternative would entail a parking garage reduced in scale by about 27 feet, through the elimination of elevator service to the top floor. No elevator mechanical rooms or towers would project above the 80-ft. parapet. Elevators would continue to serve all other floors, including areas where handicap parking would be available (level 2). All other uses would conform to the proposed project, including the same number of parking spaces, ground-floor retail uses, and basement-level storage uses. Stairways would continue to serve all levels, including the top level. Under this alternative, the elevator mechanical rooms/towers, would

not be visible from areas to the south and west of the project site, including the Civic Center Plaza.

IMPACTS

Transportation

Alternative 2 would have the same number of PM peak hour trips compared to the proposed project. Intersection LOS for Alternative 2 would remain the same as under the existing, existing-plus-project, and cumulative scenarios. Construction-related air emissions would likely be similar to the proposed project, as the same type and amount of construction equipment would be required to build a similar structure, albeit slightly smaller. Effects on parking supply, transit, and pedestrian circulation, and on-site circulation would remain the same. As no significant traffic impacts were identified with the proposed project, Alternative 2 would also have no significant traffic impacts.

Land Use, Plans and Zoning

Alternative 2 would likely have similar land use related issues associated with it, as compared to the proposed project. A parking garage without 27-ft.-tall elevator mechanical rooms/towers would appear slightly more compatible with the scale of the adjacent buildings, and would be consistent with the *San Francisco Planning Code* Height and Bulk District (i.e. it would not exceed the maximum height allowance for mechanical projections). Further, as no adverse environmental impacts were identified with the proposed project, Alternative 2 would also have no adverse environmental impacts related to land use or zoning impacts.

Historic Architectural Resources

Alternative 2 would likely have similar construction-related impacts to the Civic Center Power House as the proposed project, including vibrations from excavation, truck traffic, etc. However, implementation of the mitigation measures for the proposed project, such as

structural monitoring during construction activities, would also reduce potential construction-related impacts associated with a reduced-scale garage. As a result, Alternative 2 would have a less-than-significant impact to historic architectural resources.

Visual Quality

Alternative 2 would have similar effects to visual quality as the proposed project, with some beneficial changes. The garage would appear slightly more compatible with its immediate surroundings than the proposed project with the elimination of the elevator mechanical projections. Elimination of these elements would have a visually beneficial effect, compared to the proposed project and the building would appear less prominent from the Civic Center Plaza (see Figure 17b). Although Alternative 2 would differ when compared to the proposed project, it would not change the significance conclusions discussed in Section III-D, Visual Quality. As no significant visual impact was identified under the proposed project, Alternative 2 would also have no adverse impact related to visual quality.

Shadow

Similar to the proposed project, Alternative 2 would have no shadow effects on properties under the jurisdiction of the San Francisco Recreation and Parks Department, including the Civic Center Plaza and the United Nations Plaza. As no impact to shadow was identified under the proposed project, Alternative 2 would also have a no impact related to shadow.

Air Quality

Alternative 2 would have the same operational characteristics as the proposed project, including traffic-generated air emissions. Construction-related air emissions would likely be similar to the proposed project, as the same type and amount of construction equipment would be required to build a similar structure, albeit slightly smaller. As no significant

impacts to air quality were identified with the proposed project, the reduced-scale alternative would also have no significant air quality impacts.

Noise

Alternative 2 would likely have similar noise impacts as the proposed project. The overall operational characteristics would be similar to the proposed project. Elimination of elevator service to the top floor would have negligible noise benefits over the proposed project, as elevator equipment would continue to be contained within the building. Similar to the proposed project, Alternative 2 would not exceed the noise thresholds for adjacent sensitive noise receptors. Adjacent uses would continue to be shielded from noise sources through the use of solid walls and metal louvers, as under the proposed project.

C. ALTERNATIVES CONSIDERED BUT REJECTED

A mixed-use alternative for the parking garage site was considered that would have included parking, retail, and low-cost housing available to Hastings students and faculty. Housing for the general public was not considered because the provision of non-student public housing does not conform with the College's educational mission.

A mixed-use alternative at the project site that provided student housing was considered but rejected because it was determined that the first priority relative to the institution's student housing objectives was to ensure that the College's existing housing facility at 100 McAllister Street achieved code-compliance with fire/life-safety requirements, ADA/Title 24 improvements, and a Phase I seismic retrofit. With these prerequisites addressed, the College could then expand its stock of student housing by adding 80 units (an increase of 32 percent) within the existing building. Due to the efficiencies associated with this approach, these units would be made available to students at below-market rates.

Revenues from the parking garage would support the debt-service for the garage itself and the improvements to the building at 100 McAllister Street. The seismic component at 100 McAllister Street represents only the first phase of the strengthening required for compliance with provisions of the Uniform Building Code (UBC) applicable for structures of this type. These Phase I seismic improvements utilize a spot strengthening approach that, due to the limited funds available, is intended to effectuate the first step in efforts to improve the building's performance in a seismic event. Substantial costs will be incurred to address future phases of the seismic retrofit of this historically significant building.

Adding a student-housing component to the parking garage would reduce the College's ability to finance code-compliance upgrades as well as subsequent phases of the seismic strengthening of the 100 McAllister building. The inclusion of the housing component would also increase project cost and would likely necessitate the imposition of rental rates at or near market levels to generate sufficient revenue to support the added debt-service. An alternative with a housing component was rejected because it would not meet the Project Objectives discussed in Section II.

Finally, inclusion of a student housing element into the parking garage component of the project would not mitigate any potentially significant environmental impacts identified with the proposed project.

V. CEQA FINDINGS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT WERE IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Section 15040, 15081, and 15082 of the State CEQA Guidelines, this chapter identifies impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter III, Setting, Impacts, and Mitigation.

Implementation of the mitigation measures identified in Chapter III, specifically Historic Architectural Resources and Noise, could reduce potentially significant impacts to a less than significant level. No significant and unavoidable impacts were identified in Chapter III.

B. GROWTH INDUCEMENT

Approximately two workers are currently employed by Federal Auto Parks at the existing surface parking lot. The proposed parking garage would increase garage employment at the site by approximately two to three additional workers, for a total of four to five. In addition, the proposed retail uses at the site would provide employment for approximately 8 to 10 workers. Overall, net new employment resulting from the operation and retail uses associated with the parking garage project would be approximately 13 to 15 workers.

It is assumed that most of these additional workers already live in the area, and may already work for Hastings. These additional 13 to 15 workers would not substantially induce growth on the project site or in other areas. Therefore, no impact related to growth inducement as a result of the parking garage is anticipated.

As discussed in the Initial Study (see Appendix A), the proposed 80 new units in the 100 McAllister Street building would continue to serve the existing Hastings community. The additional units would provide greater on-campus housing options to those who attend the College. As a result, the additional units would not directly increase College enrollment or attract substantial new numbers of people to the project area. Therefore, no impact related to growth inducement is expected resulting from the residential upgrade project.

VI. DISTRIBUTION LIST

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California Department of Parks
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San Francisco Convention &
Visitors Bureau
Attn: Dale Hess, Executive Director
201 - 3rd Street, Suite 900
San Francisco, CA 94103

San Francisco Lawyer's Committee
for Civil Rights
301 Mission Street, #400
San Francisco, CA 94105

San Francisco Planning &
Urban Research Association
Attn: Peter Winkelstein
129 24th Street
San Francisco, CA 94121

John Sanger, Esq.
1 Embarcadero Center, 12th Floor
San Francisco, CA 94111

Civic Center Neighborhood Watch
Attn: Ron Saturno
254 Ivy Street #4
San Francisco, CA 94102

Shartsis, Freise & Ginsburg
Attn: Dave Kremer
One Maritime Plaza, 18th Floor
San Francisco, CA 94111

Skidmore, Owings & Merrill, LLP
Attn: John Kriken
444 Market Street, Suite 2400
San Francisco, CA 94111

Solem & Associates
Attn: Jim Ross,
Director of Public Affairs and
Political Campaigns
550 Kearny Street
San Francisco, CA 94108

Sustainable San Francisco
P.O. Box 460236
San Francisco, CA 94146

Robert S. Tandler
3490 California Street
San Francisco, CA 94118-1837

Swinerton Builders
Attn: Michael Neumann
580 California Street, 11th Floor
San Francisco, CA 94104

Montgomery Capital Corp.
Attn: Jerry Tone
244 California St.
San Francisco, CA 94111

Tenderloin Housing Clinic
Attn: Randy Shaw, Director
Attn: Stephen L. Collier, Esq.
126 Hyde Street
San Francisco, CA 94102

Jon Twichell Associates
70 Hermosa Avenue
Oakland, CA 94618

Joel Ventresca
1278 - 44th Avenue
San Francisco, CA 94122

Stephen Weicker
899 Pine Street, #1610
San Francisco, CA 94108

Center for Southeast Asian Refugee Resettlement
Attn: Vu-Duc Vuong
875 O'Farrell Street
San Francisco, CA 94102

Hayes Valley Neighborhood Parks Group
Attn: Barbara Wegner
300 Page Street
San Francisco, CA 94102

Council of Community Housing Organizations
Attn: Calvin Welch
409 Clayton Street
San Francisco, CA 94117

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Farella, Braun & Martel, LLP
Attn: Howard M. Wexler, Esq.
235 Montgomery Street, 30th Floor
San Francisco, CA 94104

Bethea Wilson & Associates
2028 Scott, Suite 204
San Francisco, CA 94115

E. ADJACENT PROPERTY OWNERS

Baker St. Land & Cattle Co.
2228 Union Street
San Francisco, CA 94123

Bon Aire Group LLC
308 Jessie Street
San Francisco, CA 94103

Bhakta & Riley Investment Co.
1213 W. El Camino Real
Sunnyvale, CA 94087

California Franciscan Fathers
133 Golden Gate Avenue
San Francisco, CA 94102

Foster Enterprises
400 South El Camino Real
San Mateo, CA 94402

HC Merritt et al
PO Box 92990
Chicago, IL 60675

William W. Jones
324 Larkin St.
San Francisco, CA 94102

McAllister Street Land Assoc.
201 Eddy Street
San Francisco, CA 94102

Sanjiv Kakkar
1556 Halford Ave. # 333
Santa Clara, CA 95051

Willow Tree Investments, Inc.
3844 Brunell Drive
Oakland, CA 94619

Caltrans
111 Grand Avenue
Oakland, CA 94612

Church of Scientology SF
83 McAllister Street
San Francisco, CA 94102

Golchehreh Chiro et al
222 7th Street
San Francisco, CA 94103

Hotel and Restaurant Union
209 Golden Gate Avenue
San Francisco, CA 94102

Macleav non-Profit Housing Development
54 McAllister Street
San Francisco, CA 94102

Mitchell Trust
2298 16th Ave,
San Francisco, CA 94116

St. Anthony Foundation
121 Golden Gate Avenue
San Francisco, CA 94102

Religious Witness
Attn: Sister Berni Galvin
P.O. Box 420436
San Francisco, CA 94141

F. MEDIA

Associated Press
Attn: Bill Shiffman
1390 Market Street, Suite 318
San Francisco, CA 94102

San Francisco Business Times
Attn: Tim Turner
275 Battery Street, Suite 940
San Francisco, CA 94111

KPOO - FM
Attn: Leland S. Meyerzone
P.O. Box 6149
San Francisco, CA 94101

San Francisco Chronicle
Attn: Elliot Diringier, Ren Holding
925 Mission Street
San Francisco, CA 94103

San Francisco Daily Journal
Attn: Pamela MacLean
1145 Market Street, 8th Floor
San Francisco, CA 94103

The Sun Reporter
1791 Bancroft Avenue
San Francisco, CA 94124-2644

San Francisco Independent
Attn: City Desk
1201 Evans Avenue
San Francisco, CA 94124

San Francisco Examiner
908 Market Street
San Francisco, CA 94102

San Francisco Bay Guardian
Attn: Jim Balderson
520 Hampshire Street
San Francisco, CA 94110

Central City Extra
San Francisco Study Center
1095 Market Street, #602
San Francisco, CA 94103

G. LIST OF COMMENTATORS ON THE INTIAL STUDY

San Francisco Planning Department
Attn: Catherine Bauman, Environmental Planner
1660 Mission Street, Suite 500
San Francisco, CA 94103

State Department of Toxic Substances Control
Attn: Barbara J. Cook, Chief P.E.
700 Heinz Avenue, Building F, Suite 200
Berkeley, CA 94710

State Department of Transportation
Attn: Randell H. Iwasaki, Acting District Director
PO Box 23660
Oakland, CA 94623

Rainbow Flag Apartments
Attn: Bill W. Jones, Owner
324 Larkin Street
San Francisco, CA 94102

San Francisco Municipal Railway
Attn: James Lowe, Transit Planner
949 Presidio Avenue
San Francisco, CA 94115

San Francisco Planning Department
Attn: Paul Maltzer, Environmental Review Officer
1660 Mission Street, Suite 500
San Francisco, CA 94103

Sierra Club
Attn: Howard Strassner, Chair Transportation
Committee
419 Vicente
San Francisco, CA 94116

Native American Heritage Commission
Attn: Debbie Pilas-Treadway
915 Capitol Mall, Room 364
Sacramento, CA 95184

VII. ORGANIZATIONS AND PERSONS CONSULTED

A. LEAD AGENCY

University of California
Hastings College of the Law
200 McAllister Street
San Francisco, CA 94102
David Seward, Chief Financial Officer

B. PROJECT MANAGEMENT

Department of General Services
Real Estate Services Division
Project Management Branch
701 Third Street, Suite 3-305
West Sacramento, CA 95605
Roy Tjen-a-Looi, Project Director
Susan Stratton,
Senior Environmental Planner

C. EIR CONSULTANTS

EIP Associates, Inc.
601 Montgomery Street, Suite 500
San Francisco, CA 94111

Michael Rice, Project Director
Brad Brewster, Project Manager
Cliff Nale, Air Quality, Noise
Robert Chihade,
Land Use, Visual Quality
Gina Messa, Shadows
Liz Haines, Technical Editor
Katie Morage, Assistant Planner

Fehr and Peers Associates
Matthew Ridgway,
Senior Associate-in-Charge
Michelle Tobias, Transportation Planner
(Transportation and Circulation - EIR)

Carey & Co.
Bill Sugaya, Senior Associate
Sara Dreller, Associate
(Historic Architectural Resources - EIR)

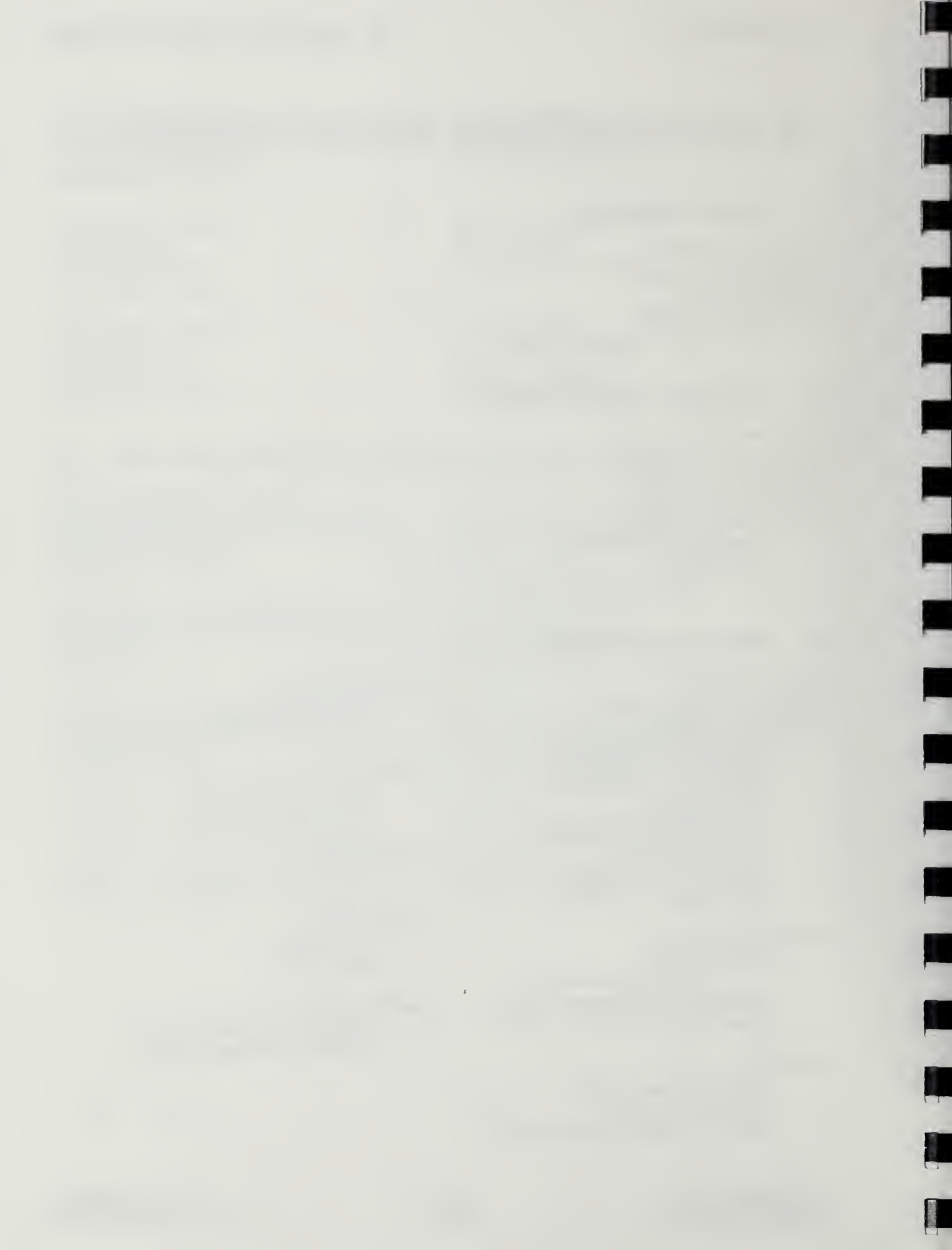
Square One Productions
Hartmut Gerdes
(Visual Quality - EIR)

Archeo-Tec
Allen Pastron, Ph.D.
(Archaeology - Initial Study)

Donald J. Ballanti
(Wind Analysis - Initial Study)

CADP Associates
Adam Noble
(Shadow - EIR)

Sixth Street Studio
Valerie Richert, Graphics Coordinator
(Graphics - Initial Study and EIR)



APPENDIX A

INITIAL STUDY

HASTINGS COLLEGE OF THE LAW INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

1. PROJECT TITLE: Hastings College of the Law Parking Garage and Residential Upgrade
 2. LEAD AGENCY: Hastings College of the Law
 3. CONTACT PERSON AND PHONE NUMBER: David Seward, Chief Financial Officer
(415) 565-4710
 4. PROJECT LOCATION:
County: San Francisco
Cross Streets: Golden Gate Avenue and Larkin Street
(Parking Garage) and McAllister and Leavenworth Streets
(Residential Upgrade)
Total Acres: 0.86
Assessor's Block/Lot: Block 347, Lots 10 through 15 (Parking Garage), Assessor's Block 348, Lot 6 (Residential Upgrade)
Twp: 2S Range: 5W Base: San Francisco North Section: n/a
Within 0.25 Miles:
State Highway: US 101
Waterways: n/a
Airports: n/a
Railways: n/a
Schools: Hastings College of the Law (Project Sponsor and Lead Agency); Tenderloin Elementary School (San Francisco Unified School District)
 5. PROJECT SPONSOR'S NAME AND ADDRESS: Hastings College of the Law
University of California
200 McAllister Street
San Francisco, California 94102
- Contact Person: David Seward, Chief Financial Officer
Phone: (415) 565-4710

6. GENERAL PLAN DESIGNATIONS:

The *San Francisco General Plan* designation for the project sites, as identified in the Downtown Plan Element, is Downtown General Commercial.

As state owned property, the project sites are not subject to local land use regulations.

7. ZONING:

The project site for the proposed parking structure is zoned RC-4 [Residential-Commercial (high density)] in the *San Francisco City Planning Code*. The project site for the proposed residential upgrade project at 100 McAllister Street is zoned C-3-G (Downtown General Commercial) in the *Planning Code*.

The project site for the proposed parking structure is in an 80-T Height and Bulk district (setbacks may be required above 80 ft.) in the *San Francisco Planning Code*. The project site for the proposed residential upgrade project at 100 McAllister Street is in an 80-X Height and Bulk district (bulk limits not applicable) in the *Planning Code*.

As state owned property, the project sites are not subject to local zoning requirements.

8. PROJECT DESCRIPTION:

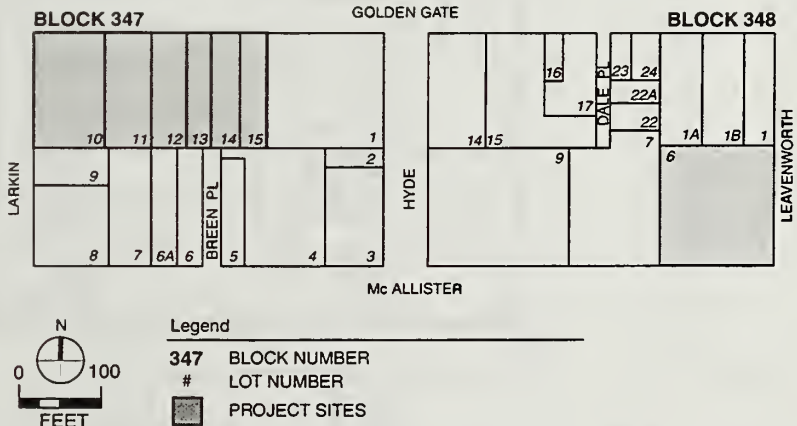
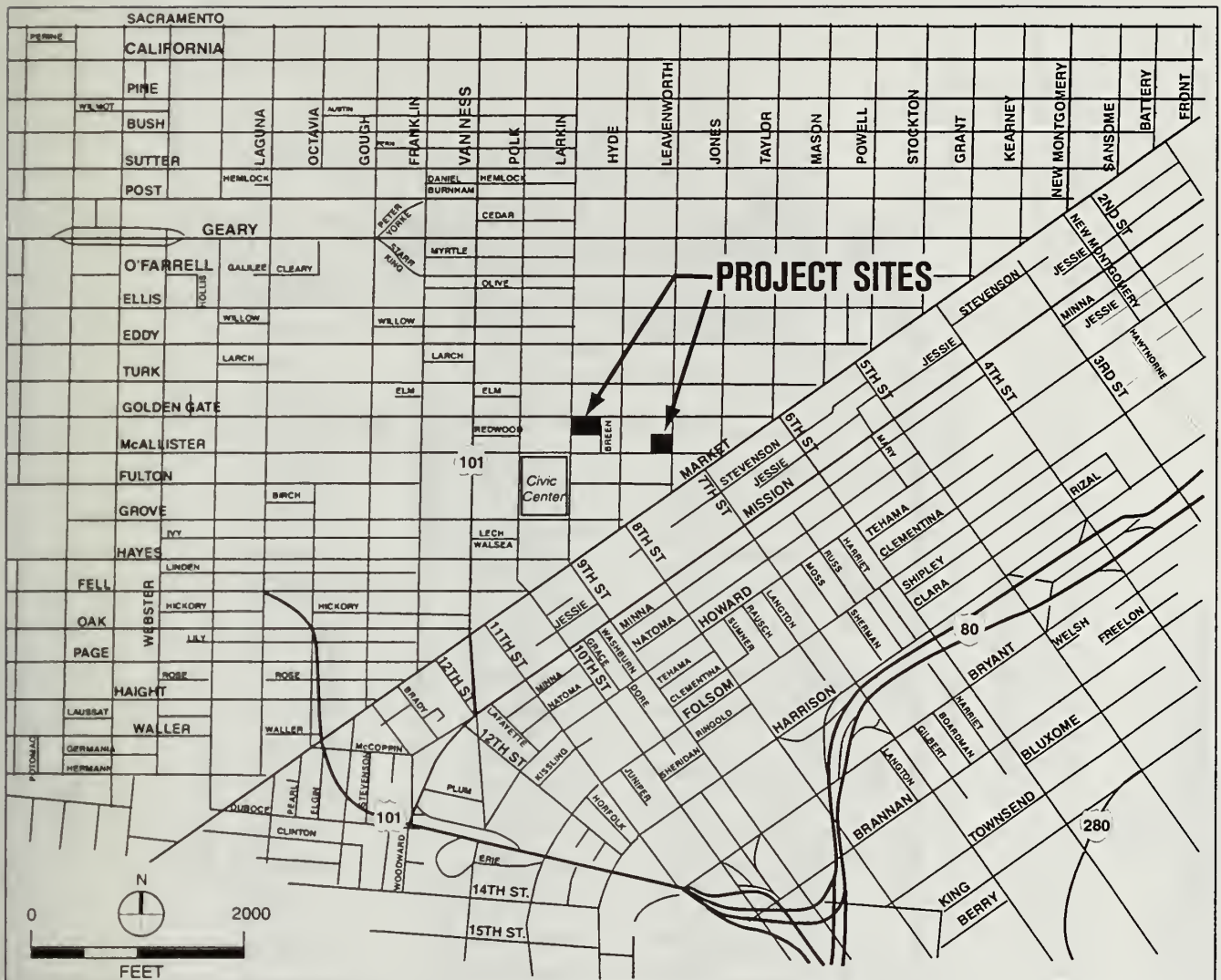
The proposed project sites are located on Assessor's Block 347, Lots 10 through 15 and Block 348, Lot 6 on two blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street in San Francisco, immediately north of the San Francisco Civic Center (see Figure 1). The project sites are owned by the Hastings College of the Law (Hastings), a public law school affiliated with the University of California and an instrumentality of the State of California. Hastings is also the Project Sponsor and Lead Agency for this project.

The proposed project has two elements: 1) a parking garage on the corner of Golden Gate Avenue and Larkin Street, and 2) an upgrade of the fire/life safety system, limited Phase I seismic improvements, and an 80-unit expansion of residential student housing capacity at an existing building at 100 McAllister Street that primarily serves as the College's student housing facility. Each of these elements is described below.

Parking Garage

The proposed parking garage site is approximately 37,600 sq. ft. (about 275 ft. long by 137 ft. wide) on the northwest corner of the project block, fronting Golden Gate Avenue and Larkin Street. The garage structure would contain approximately 863 spaces (371 compact, 474 standard spaces, 18 handicap spaces, not including 5 motorcycle spaces). There would be two levels below ground plus seven levels above ground, totaling 303,600 gross square feet (gsf).¹

Two levels below grade would accommodate parking as well as approximately 6,300 sq. ft. of space intended for joint use by Hastings and State agencies (Supreme Court of California, First District Court of Appeal, Judicial Council, Department of Justice, Department of Industrial Relations)



SOURCE: EIP Associates

EIP

HASTINGS COLLEGE OF LAW
FIGURE 1: PROJECT LOCATION

PRELIMINARY DRAFT

GOLDEN GATE AVENUE

LARKIN STREET

Hastings
Academic
Building

Coffee Shop
1,790 sq. ft

Bookstore
2,476 sq. ft

Retail
1,474 sq. ft

Retail
1,492 sq. ft

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

Up
Elevators

324 Larkin

250-260 McAllister

246
McAllister

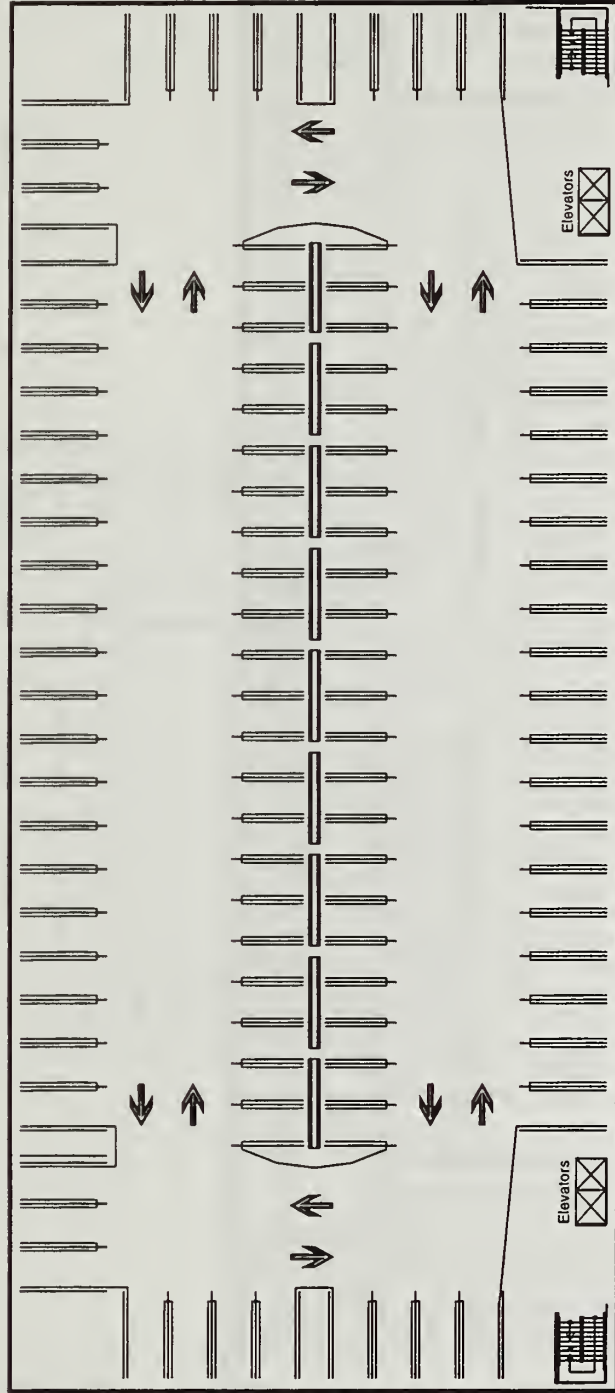
270 McAllister



SOURCE: IPD


HASTINGS COLLEGE OF LAW
FIGURE 2: GROUND FLOOR SITE PLAN
PRELIMINARY DRAFT

GOLDEN GATE AVENUE

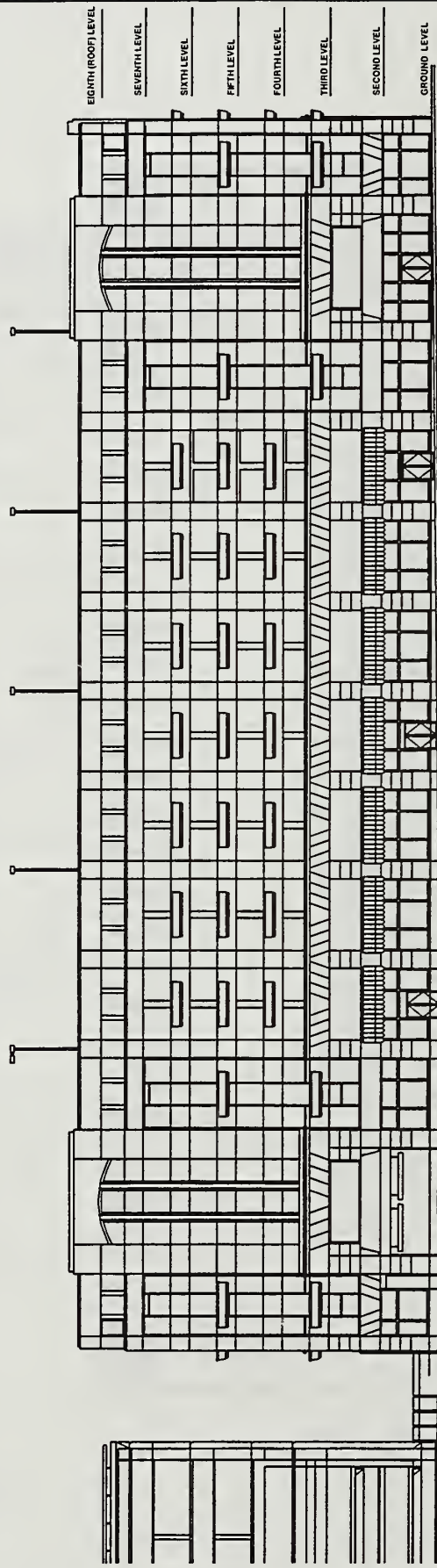


LARKIN STREET

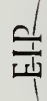


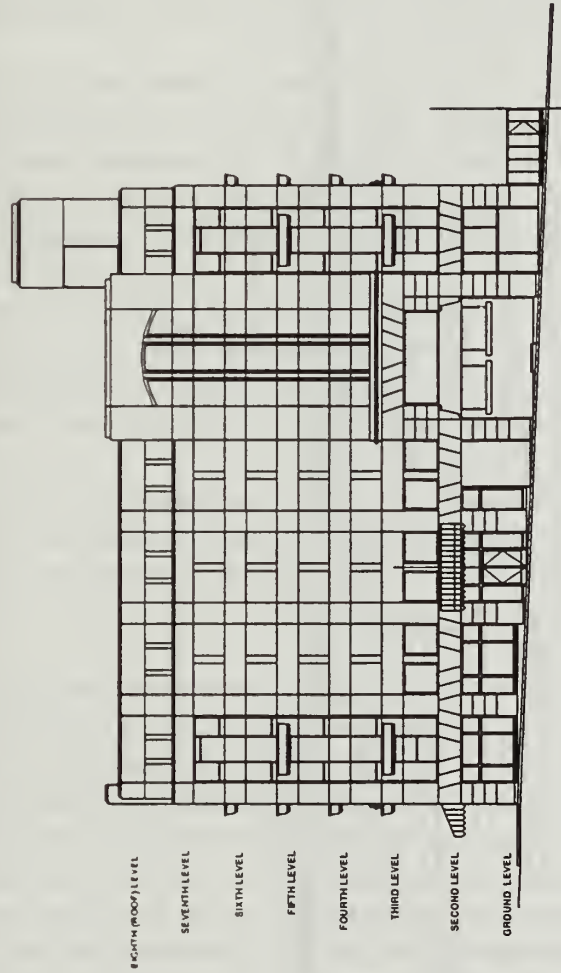
SOURCE: IPD

— EIP —
HASTINGS COLLEGE OF LAW
FIGURE 3: TYPICAL FLOOR SITE PLAN
PRELIMINARY DRAFT



SOURCE: IPD

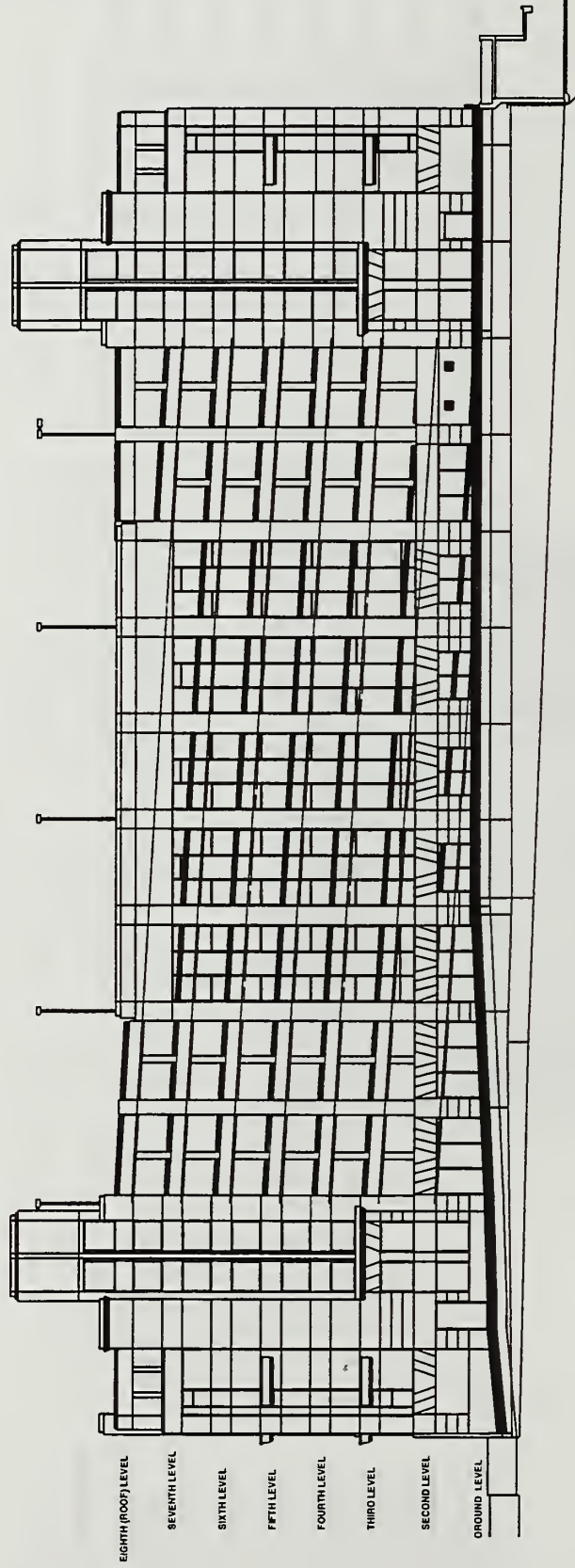

 HASTINGS COLLEGE OF LAW
FIGURE 4: GOLDEN GATE AVENUE ELEVATION
 PRELIMINARY DRAFT




 HASTINGS COLLEGE OF LAW
FIGURE 5: LARKIN STREET ELEVATION
 PRELIMINARY DRAFT

0 40
FEET

SOURCE: IPD



EIGHTH (ROOF) LEVEL
SEVENTH LEVEL
SIXTH LEVEL
FIFTH LEVEL
FOURTH LEVEL
THIRD LEVEL
SECOND LEVEL
GROUND LEVEL

0 40
FEET

SOURCE: IPD

ELP
HASTINGS COLLEGE OF LAW
FIGURE 6: SOUTH ELEVATION
PRELIMINARY DRAFT

housed in the adjacent State Office Buildings at 350 McAllister Street and 455 Golden Gate Avenue for records and other storage needs.

The ground level would contain approximately 7,200 sq. ft. of retail space on the Golden Gate Avenue and Larkin Street elevations, intended for use as Hastings' bookstore and other College and community-serving uses (see Figure 2). The remainder of the street level would be used for parking, circulation, and access. This level would also contain bicycle lockers and restrooms with shower facilities. The garage would have stairways at the two southern corners of the garage. Two elevator towers are located near the southeast and southwest corners of the garage. A typical floor plan is shown in Figure 3. The garage would have two entrance/exits: one on Golden Gate Avenue and one on Larkin Street. Ventilation intake vents would be at the ground level toward the south end of the garage, while exhaust vents would be on the roof of the structure, toward the north end.

The garage structure would be approximately 275 ft. long, 122 ft. wide, and 80 ft. tall, measured from the existing street level to the parapet on the Golden Gate Avenue/Larkin Street corner (see Figures 4-6). Mechanical equipment for the elevators would rise up to an additional 20 ft. above the parapet, for a total project height of approximately 100 ft. at the maximum height of the elevator machine rooms. The garage would be built to the lot lines along Golden Gate Avenue and Larkin Street.

On the eastern side of the site, adjacent to the existing Hastings academic building at 200 McAllister Street, the garage would be built to the lot line separated by a setback of approximately 21 ft. from the adjacent structure. A pedestrian walkway would connect the ground floor of the garage with the second floor of the Hastings academic building.

The garage structure would have a 15-ft. setback from the property line along the south side of the project site. The garage structure would be approximately 31 ft. away from 246 McAllister (Abigail Hotel), 29 ft. away from residential buildings at 250 and 260 McAllister, 58 ft. away from 270 McAllister, and 17 ft. away from 324 Larkin Street (see Figure 2).

The structure would be reinforced concrete with a poured slab foundation. Exterior cladding would be a combination of plaster, glass, painted concrete, painted metal trelliswork, louvers, and stone veneer panels. The design would be compatible with the architectural character of neighboring buildings, including the classical three-part arrangement of base, shaft, and capital. The ground floor and second floor would have a base element that would continue the horizontal beltcourses found on adjacent buildings. Extensive glazing would occur along the ground-floor retail uses fronting Golden Gate Avenue and Larkin Street. The garage would have architectural elements such as entrance towers and parapets, referring to the design of adjacent buildings. Landscape plantings would be placed in painted fiberglass "window boxes" on the north, east, and west facades, and a large trellis on the south facade.

Safety and security lighting would be placed throughout the building, with motion-sensor security lighting at the rear of the garage, adjacent to the residential buildings. Portions of the south-facing walls would be enclosed and contain greater landscape plantings to screen the project from adjacent residential uses. An existing walnut tree located just south of the property line, in the rear yard of 270 McAllister Street, would be retained. Approximately 14 street trees would be planted along Golden Gate Avenue and Larkin Street, and approximately 10 landscape trees would be planted along the walkway between the garage and the Hastings academic building.

The majority of parking spaces would be allocated to Hastings students, faculty, staff, and State employees and agencies in the adjacent State Office Building, and the public on a daily and monthly rate basis. Of the 863 spaces, surveys indicate that 300 spaces would be used by Hastings students, faculty and staff. The California Department of General Services (DGS) has entered into an exclusive agreement for up to 300 spaces in the garage for state agencies and employees, as noted above. The remaining parking would be used by visitors to Hastings, jurors and litigants in nearby court facilities, and members of the public using governmental services. The garage would operate from 6am to 12 pm, seven days a week.

Construction of the garage is anticipated to begin in August 2002. The construction period would take approximately 18 months and would be completed in January 2004. Construction staging areas would be located at the project site.

Residential Upgrade

The proposed project would include improvements to the Hastings building at 100 McAllister Street. The building is a 29-story, steel-framed structure with brick and terra-cotta cladding and unreinforced brick masonry infill. Originally built as a hotel in 1928, it was converted to an office building for the Federal Government in 1942, and then acquired by, and converted to, student housing by Hastings in 1981.

The building contains 252 units of housing accommodating approximately 300 students, athletic and fitness facilities, and support spaces such as student common areas and College and other offices. The building also contains a performance space used by a local theater company (through May 2002) that the College is seeking funds to restore and upgrade.

In January 2001, the DGS Real Estate Services Division concluded in a facility survey that various upgrades to the 100 McAllister Street building were necessary to achieve compliance with seismic and fire/life safety standards. The survey concluded that seismic reinforcement, exterior wall repair, emergency exiting and fire/life-safety system upgrades, disabled accessibility improvements, upgrades to building mechanical and electrical systems, and hazardous materials abatement were needed.

The full scope of the work identified by DGS is beyond the financial means of Hasting to address fully at this time. Hastings intends to prepare CEQA documentation for all future work at the appropriate time. As a first step, however, the following work elements would be financed and undertaken in conjunction with the parking garage, and are the subject of this evaluation:

- Phase I Seismic Upgrades – A limited scope of seismic work representing a series of “spot” strengthening measures in the interior structure of the building intended to assist exiting in a seismic event or other emergency.
- Fire/Life Safety Systems – Replacement of the existing fire alarm and life-safety system with a new control panel and installation of an address system with visible and audible alarms, increased emergency exit capacity by replacing an exterior fire escape with a new interior exit stair, and conversion of two exit stairways into “smokeproof towers” with mechanical pressurization.

Together with the seismic and fire life-safety and associated Americans with Disabilities Act (ADA)/Title 24 upgrades, Hastings intends to increase the residential capacity in the building by adding 80 new apartments for student occupancy, from 252 units to 332 units. This would be achieved by subdividing existing apartments and converting space currently allocated to commercial tenants on the fourth floor for residential use.

With the exception of removing exterior fire escapes and some window infill at the ground floor, most of the proposed improvements would be in the interior of the 100 McAllister building or on the roof. To coincide the start of the renovations and upgrades with the academic calendar, the work would commence in May 2003 at the end of the academic year to minimize disruptions to residents.

Project Objectives

Hastings College of the Law has a number of objectives for the parking garage and residential upgrade projects, as stated on the following page.

Parking Garage Project:

- Increase operational flexibility for the College by providing additional parking for students, faculty, and staff and patrons of College sponsored events.
- Increase on-campus amenities and services, including additional parking and improved access to the College and the establishment of retail and commercial establishments that enhance the campus and neighborhood so as to attract and maintain top students, faculty, and staff.
- Provide joint use of the garage for the adjacent State Office Buildings at 350 McAllister and 455 Golden Gate. An agreement has been executed with the Department of General Services for the exclusive use of up to 300 parking spaces and approximately 3500 sq. ft. of storage space in the proposed garage.
- Provide parking to users of public services and the general public in an area currently underserved with parking, and likely to become more restricted upon completion of the New Asian Art Museum and as other public parking facilities are eliminated by the construction of planned projects in the neighborhood. For example, the construction of the new Federal office building at Seventh Street and Mission Street and the development of nearby Caltrans Central Freeway right-of-way parcels for housing or other uses will increase the need for parking and will eliminate hundreds of existing surface parking spaces on the parcels.

Residential Upgrade Project:

The preservation and expansion of the building at 100 McAllister Street as a site for affordable housing at below-market rents for the College's students is of critical institutional importance so that Hastings can maintain its role providing a financially accessible, public legal education for the state's citizens.

Consistent with state policy in the Master Plan for Higher Education, student housing is self-supporting, and Hastings is funding the Phase I seismic, improvements, fire/life safety upgrades, and the expansion of residential capacity with its own resources. Revenues generated by the parking

garage are needed to help finance code-compliance upgrades at 100 McAllister Street as well as the expansion of the building's capacity.

Therefore, the College's objectives for the building at 100 McAllister Street are to:

- Maintain and upgrade an existing student housing facility by replacing and enhancing its fire life-safety system and Phase I seismic improvements.
- Increase the availability of affordable student housing at the Hastings building at 100 McAllister Street by 80 units; from 252 to 332 units.

9. SURROUNDING LAND USES AND SETTING

As shown in Figure 1, the project sites are on the blocks bounded by Golden Gate Avenue, Larkin Street, McAllister Street, and Leavenworth Street, one block north of the San Francisco Civic Center. The *Planning Code* identifies the proposed garage site in the RC-4 (Residential-Commercial) Use District, which contains residential and neighborhood-serving commercial uses. The residential upgrade project at 100 McAllister Street is in the C-3-G (Commercial) Use District. The garage site and the 100 McAllister building are located in the 80-T and 80-X height and bulk districts, respectively. Areas to the south, east, and west of the block are zoned P (Public) Use District, containing numerous state and local public uses associated with the Civic Center.

The project site is also within the City-designated North of Market Special Use District. Areas north of the project site contain a mixture of residential and commercial uses in the RC-4 and C-3-G Use Districts. Many of these uses are older four-to-six-story apartment buildings with ground-floor commercial uses. Areas west of the project site contain numerous large federal and state buildings. The 14-story State Office Building at 455 Golden Gate Avenue is immediately west of the garage site, and the six-story California State Office Building at 350 McAllister Street is southwest of the proposed garage site. To the northwest is the 20-story Phillip Burton Federal Building at 450 Golden Gate Avenue. The project area is relatively compact as most buildings cover the majority of their site and are built out to the sidewalk. Building heights in the area range from 60-80 ft. for the older four-to-six-story apartment buildings, to 200 - 300 ft. for the governmental facilities such as the State Office Building and the Phillip Burton Federal Building, respectively.

The Civic Center area includes the City-designated Civic Center Historic District and the National Register Historic District, and National Historic Landmark District. As such, the Civic Center contains numerous buildings that are individually landmarked structures or are contributory to the historic districts. The garage site is just to the north of these historic district boundaries. The Civic Center Powerhouse at 320 Larkin Street (corner of Larkin and McAllister Streets), south of the proposed garage site, is listed as non-contributory to the City-designated Civic Center Historic District.

The existing use of the proposed garage site is surface parking, operated by Federal Auto Parks for Hastings. The parking lot currently has space for between 175 to 200 cars (depending on size) serving the public and students, faculty, staff of Hastings including many state employees on daily and monthly rate bases.

10. PUBLIC AGENCIES WITH INTEREST IN THE PROJECT (i.e. permits, financing approval, participation agreement, etc.

- State Department of General Services
- State Office of Historic Preservation
- State Department of Toxic Substances Control
- State Department of Fish and Game
- City and County of San Francisco

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Shadows | <input checked="" type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wind | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to by, the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☒

I find that the proposed project MAY have a "potentially significant impact" or a "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Mary Kay Kane
Signature
Mary Kay Kane
Printed Name

November 30, 2001
Date
Chancellor and Dean
Title

ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

I. AESTHETICS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) The proposed parking garage site is just north of the Civic Center core area and the Civic Center Historic District(s). Views of the Civic Center are available from the project site looking south on Larkin Street. The parking garage project's affects on views, including views from nearby streets and open spaces, and other potential effects related to visual quality are unknown, and therefore, are potentially significant. As a result, the parking structure's impact on scenic views will be discussed in the EIR.

The proposed residential upgrade project would include primarily internal improvements to the building at 100 McAllister Street. With the exception of the removal of exterior fire escapes and some window infill at the ground floor, most of the proposed improvements would occur on the interior of the building or on the roof. Views from the ground floor are of the old Federal Building directly across the street. Blockage of these views from window infill projects in the lobby are not considered significant. Expansive views of the surrounding city are available from the upper levels of the building. However, the residential upgrade project would not affect these views. The proposed residential upgrade project would have no effect on scenic views. This issue will not be discussed in the EIR.

b) Neither project site is visible from state scenic highways or corridors. One mature walnut tree, located immediately south of the parking garage site, would remain in place. No impact to scenic resources is anticipated with either project. This issue will not be discussed in the EIR.

c) Structures in the immediate vicinity of the project sites include five-story residential hotels and apartments, some with ground-floor retail, a post office, the Phillip Burton Federal Building, the old Federal Building, the State Office Buildings, and Hastings academic buildings. The project area is relatively compact as most buildings cover the majority of their site and are built out to the sidewalk. Building heights in the area average between 60-80 ft. to 200-300 ft. The proposed parking structure would be an infill project on a surface parking lot surrounded by urban uses. Project effects on the visual character of the surrounding area are unknown, and therefore potentially significant. As a result, visual character will be discussed in the EIR.

The effects of the residential upgrade project as a potentially significant historic resource, is discussed under Section V. Cultural Resources, and will be discussed in the EIR.

d) The proposed parking garage would be a new source of light, in terms of additional safety and security lighting typical for a parking garage in an urban area. Each level of the garage would be lit from within during the hours of operation. Additional light poles would be located on the roof. Motion-sensor security lighting would be placed toward the rear of the building, adjacent to the nearby residential uses. At night, automobile headlights could be visible from areas outside the parking structure. The potential for this new source of light to significantly affect day or nighttime views and nearby sensitive receptors is unknown, and therefore, potentially significant. This issue will be discussed in the EIR.

No new sources of light or glare that could affect day or nighttime views are anticipated with the proposed residential upgrade project, and this will not be discussed in the EIR.

ISSUES:

II. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a - d) Two types of air quality impacts could result from the proposed parking garage project. These include long-term impacts related to use and operation of the site, primarily from tailpipe emissions, and short-term impacts from construction activities. The proposed parking garage could effect air quality due to the increased number of cars at the site. Parking availability at the site would increase from approximately 175- 200 spaces to 863 spaces. It would have a ventilated basement with intake and exhaust vents on opposite sides of the building. Intake would occur at the ground level in

the southeast and southwest corners. Outtake would be vented at the top level in the northeast and northwest corners. The configuration of the ventilation system would allow for air to be released on the opposite side of the adjacent residential units. Sensitive receptors adjacent to the proposed parking garage include residents immediately south of the project site, as well as students, faculty and staff immediately east of the project site in the existing Hastings academic building. The project's potential air quality effects on these receptors are unknown, and therefore are potentially significant. As a result, these issues will be addressed in the EIR. The EIR would review potential air quality impacts using established thresholds from the Bay Area Air Quality Management District (BAAQMD). These thresholds are commonly used to determine the significance of most air quality impacts under CEQA.

The proposed residential upgrade at 100 McAllister Street would not be expected to have significant effects on air quality. This aspect of the project would increase the number of residential units from 252 to 332. However, it does not propose additional parking or other uses that would substantially affect air quality. In addition, the most disruptive construction activities would occur internally and when most of the building is unoccupied. As a result, the proposed residential upgrade project would have a less-than-significant impact on air quality in the project area. Air quality issues with regard to the proposed residential upgrade project will not be discussed in the EIR.

e) Neither the parking garage nor the residential upgrade project would be a significant source of objectionable odors affecting substantial numbers of people. This issue will not be addressed in the EIR.

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

III. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) Both project sites are completely developed and do not contain habitat to support any special status species. A mature walnut tree exists directly adjacent to the proposed garage site, however, this is not a special status species, nor is it slated for removal. The proposed project will therefore have no impact on special status species. This issue will not be discussed in the EIR.

b - c) Due to the developed nature of the project sites, neither site contains sensitive natural communities or riparian habitats that could be affected by additional development. Hydrological conditions on the project sites are not suitable for sustaining wetlands. As a result, the proposed project would not effect sensitive natural communities nor wetlands. These issues will not be addressed further in the EIR.

ISSUES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	Potentially Significant No Impact

IV. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) Both project sites are outside of, but adjacent to, the Civic Center Historic District, designated by the City, the federally listed Civic Center National Historic Landmark District, and the Civic Center National Register Historic District. Because the parking garage site is vacant, the proposed parking garage would not directly affect any historic resources. However, the effects of project compatibility to the Civic Center Historic District(s) are unknown, and therefore are potentially significant. The EIR will review the project's effects on the Civic Center and its compatibility with the nearby historic districts.

The EIR will also determine the effects, if any, of the residential upgrade project at 100 McAllister Street, built in 1929, attributed to the work of Miller Pfleuger, and listed as a "Category I" historic resource in the *Planning Code*. The EIR will also discuss how historically sensitive resources within the building at 100 McAllister Street would be treated and/or preserved. Finally, the EIR will discuss the project's consistency with applicable historic preservation regulations and consultation procedures with the State Historic Preservation Officer.

b, d) The current grade level of the parking garage site is approximately one level below the street. Excavation for the proposed parking garage would be to a depth of approximately 20 - 24 ft. below

grade at Golden Gate Avenue and Larkin Street. Excavation to this level would remove approximately 14,000 cubic yards of material. According to archaeological studies completed for the New Main Library, the Asian Art Museum, and the Federal Building, the proposed parking garage may be in the vicinity of the Gold Rush-era Yerba Buena Cemetery, located in the Civic Center area, and generally bounded by Market, McAllister, and Larkin Streets.

An archaeological archival study has been prepared for the parking garage site to determine potential effects of construction/excavation on archaeological resources, as well as potential disturbance of human remains.² The study indicates that while there are no known prehistoric archaeological resources or evidence of human remains on the site, the discovery of such resources or remains during construction/excavation could occur. Prehistoric-era resources, historic-era resources (later 19th Century resources), human remains associated with the adjacent Yerba Buena Cemetery, or those interred outside of formal cemeteries may exist on the project site. Damage to cultural resources prior to their assessment of significance, or disturbance of human remains, are considered significant impacts. The study recommends the following mitigation measures to reduce or eliminate potential impacts to cultural resources or human remains on the project site:

- Implementation of a pre-construction archaeological testing and evaluation program to insure that deposits of significant, or potentially significant cultural resources are not inadvertently impacted during the course of construction, and to specifically determine the presence or absence of any cultural resources of prehistoric or historic character on the property. If such significant, or potentially significant, cultural resources are found on the property, the primary goal would be to locate, identify, characterize, and evaluate these resources. The recommended testing procedures would consist of the following:
 - 1) Placement and systematic evaluation of a series of mechanical exploratory borings, or trenches, at selected locations within the property prior to the commencement of construction activities. Such work would be conducted under the supervision of a qualified archaeological consultant, who would be responsible for devising the appropriate pre-construction archaeological testing program and for choosing the specific boring or trenching locations.
 - 2) Upon completion of the pre-construction testing or archaeological monitoring procedures, the archaeological consultant would conduct a program of laboratory interpretation and analysis upon any cultural materials recovered.
 - 3) The archaeological consultant would submit a detailed written report to Hastings, the State Historic Preservation Office, and the City of San Francisco's Environmental Review Officer. The report would include the findings of the testing program, assess the significance of any cultural resources recovered, and propose appropriate recommendations for any additional procedures deemed necessary for further investigation of and/or mitigation of adverse impacts to significant cultural resources.
 - 4) If during the course of construction, unexpected deposits of cultural materials of potential significance were encountered, all earthmoving activities shall cease until a qualified archaeological consultant has been given the opportunity to examine the findings, assess their significance, and offer appropriate recommendations for further investigation and/or mitigation of adverse impacts to the cultural resources.

- 5) If findings are Native American artifacts or remains, the archaeologist shall contact the Native American Heritage Commission pursuant to Public Resources Code 5097.98, Health and Safety Code 7050.5, and CEQA Guidelines Section 15064.5.

Implementation of these recommended mitigation measures would reduce potential impacts to cultural resources at the parking garage site to a less-than-significant level. Hastings intends to incorporate all recommendations as mitigation measures in the project. These issues will not be discussed further in the EIR.

As no ground disturbance is anticipated as part of the proposed residential upgrade at 100 McAllister, this project would have no potential to effect on archaeological resources or human remains. These issues will not be discussed in the EIR.

c) Neither the garage site nor the building at the 100 McAllister Street are located in areas known to contain significant paleontological resources. As such, neither project has the potential to effect significant paleontological resources. These issues will not be discussed in the EIR.

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant Less Than Significant Impact</i>	<i>No Impact</i>

V. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to the California Division of Mines and Geology Spec. Pub. 42)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

☐☐☐☒

Discussion

a) An environmental site characterization was performed for the proposed parking garage site by Treadwell & Rollo in September, 2000.³ According to the findings of this investigation, four exploratory soil borings indicated that the site is generally underlain by approximately nine to twelve ft. of fill, consisting primarily of loose silty and clayey sand and stiff sandy silt and clay. The fill is underlain by medium dense to dense, poorly graded, fine to medium-grained sand, known as Dune Sand, to the depths explored (maximum 30 ft.) during this investigation. Bedrock at this location is reportedly about 150 ft. below the ground surface. The existing parking lot is approximately one level below grade (street level) and slopes downward to the east with an elevation change of approximately six ft. from west to east.

The project site is located within a seismically active region. The closest active faults to the site are the San Andreas, about eight miles to the southwest; the San Gregorio Fault, about 12 miles to the southwest; and the Hayward and Calaveras Faults, about 13 to 25 miles east of the site, respectively. The project area would experience Very Strong ground shaking during a major earthquake (Intensity Level C – masonry badly cracked with occasional collapse; frame buildings lurched when on weak underpinning with occasional collapse).⁴

Potential seismically induced ground failures at the site include liquefaction, ground lurching, and settlement. Subsurface conditions and liquefaction potential at the site were investigated by Treadwell and Rollo in October, 2001 as part of a geotechnical study prepared for the project.⁵ The results of the analyses indicate that saturated, loose to medium dense sandy and silty soil encountered below the proposed excavation is susceptible to liquefaction during a large earthquake on one of the nearby faults. Liquefaction-induced settlement on the order of 1 to 2 inches could occur beneath the building footprint. The geotechnical report recommends the following measure to reduce potential liquifaction and settlement impacts to an acceptable level:

- The investigation recommends that a stiffened foundation system consisting of either a mat or a grid of interconnected strip footings be used for support of the structure. These systems would be sufficiently rigid to resist the effects of differential settlement. The mat or interconnected foundation system would reduce the estimated settlements to an acceptable level, and would perform adequately during ground shaking.

Implementation of these recommended mitigation measure would reduce potential liquifaction and settlement impacts at the parking garage site to an acceptable, and therefore less-than-significant, level. Hastings intends to incorporate all recommendations as mitigation measures in the project. This issue will not be discussed further in the EIR.

Although the project site is not in an Alquist-Priolo Earthquake Fault Zone, it is subject to groundshaking in the event of an earthquake along one of these faults. But since no known active faults exist in the immediate vicinity of the site, surface rupture is unlikely.

Part of the residential upgrade project at 100 McAllister Street would be the first phase of a seismic-strengthening project; the objective of this limited scope of work is to strengthen areas that would facilitate egress during a seismic event. This project would be completed according to the

requirements of the DGS survey which identified shear wall construction, internal frame bracing, and other methods of seismic strengthening. Implementation of the survey's recommendations would generally reduce potential hazards associated with seismic events. As a result, the proposed residential upgrade project would have a less-than-significant impact related to seismic activity. These issues will not be discussed further in the EIR.

b) Both the garage site and the building at 100 McAllister Street are on level, or nearly level, ground with little or no potential for landslides. As a result, the project would have no impact with respect to landslide hazards. This issue will not be discussed further in the EIR.

c) No topsoil exists on either project site. However, some localized soil erosion could occur during parking garage construction. This potential would be addressed through the implementation of best management practices (BMPs) during construction activities, as well as implementation of other construction measures described in the geotechnical report. These practices include the use of hay bales or other devices to contain soil on the project site and reduce off-site erosion potential. As a result, the proposed project would have no impact with respect to soil erosion. This issue will not be discussed further in the EIR.

d) Implementation of recommended mitigation measures regarding foundation design, discussed above, would reduce hazard potentials associated with unstable soils to a less-than-significant level. Hastings intends to incorporate these mitigation measures in the project. This issue will not be discussed further in the EIR.

e) Due to the primarily sandy nature of the soils at the parking garage site there are no potential hazards associated with expansive soils. The proposed residential upgrade project would have no impact related to expansive soils. This issue will not be discussed further in the EIR.

f) The City of San Francisco's sewer system currently serves both project sites, and will continue to serve them in the future. No use of septic tanks are anticipated at either project site. Therefore, the proposed project would have no impact on the use of septic tanks or other water disposal systems. This issue will not be discussed further in the EIR.

<i>ISSUES:</i>	<div> <div>Potentially Significant Impact</div> <div>Potentially Significant Unless Mitigation Incorporated</div> <div>Potentially Significant Less Than Significant Impact</div> <div>Potentially Significant No Impact</div> </div>			

VI. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a - b) Given the types of uses anticipated for the proposed parking garage and the residential upgrade project, neither site would involve the routine transport, use, or storage, of hazardous materials. Uses of the two sites would not include materials categorized as hazardous by the U.S. Environmental Protection Agency and the California Department of Toxic Substances Control.

Excavation for below-grade levels at the parking garage site would require removal of the existing asphalt, and may disturb soils subject to contamination from existing uses, previous uses, and off-site conditions. While asphalt is not a regulated material, its removal would be handled by the general contractor and recycled at an off-site facility permitted to accept and recycle asphalt.⁶

Excavation activities for the parking garage would also require soil disposal. To determine the soil characteristics at the garage site, a Phase I Environmental Site Assessment was performed on the proposed parking garage site.⁷ The assessment found that no hazardous materials had been used or stored at the site. No transformers or hydraulic equipment were observed that might contain PCBs, nor were suspect asbestos-containing building materials observed. Two pad-mounted electrical transformers at the proposed site are of recent construction and are unlikely to contain PCBs. The Phase I Environmental Site Assessment did not observe any underground storage tanks at the proposed parking garage site. A 1997 site assessment determined that a closed underground storage tank, previously used for heating oil and filled with water, was present off-site, under the roadway and sidewalk of Golden Gate Avenue.⁸ The tank site was excavated to allow an inspection and clean-out prior to its abandonment in place. In 2001, the Department of Public Health approved the closure in place of the tank and issued a Underground Storage Tank Closure permit.⁹ Most of the abandoned tank is located under Golden Gate Avenue, while approximately two ft. of the tank extends under the adjacent sidewalk. The tank would not be affected by project excavation, as the limits of such excavation would only occur on-site.

The environmental site characterization prepared for the project included the results of groundwater and soil tests at the parking garage site. An analysis of fifteen soil samples taken at the site found that no gasoline, BTEX, MTBE, VOCs, or SVOCs were detected. Analysis of a groundwater sample from the proposed parking garage site indicated that groundwater beneath the site does not appear to be significantly impacted by hazardous materials or petroleum hydrocarbons in levels that would require special handling. Metal concentrations that were detected in groundwater were within generally accepted background levels. Discharge of water produced from construction dewatering to the sanitary sewer would be acceptable to the San Francisco Department of Public Works.¹⁰

An additional site characterization was performed to further determine the amount of lead in fill material at the site. Twelve additional samples were analyzed for total lead content, which ranged from “not detected” to 940 parts per million (ppm). Based on landfill requirements, any soil with total lead greater than 50 ppm requires analysis for soluble lead. A total of five samples were analyzed for soluble lead using the Soluble Threshold Limit Concentration (STLC) method and three samples were analyzed using the Federal Toxicity Characteristic Leaching Potential (TCLP) method. The STLC analytical results indicated that three of the five soil samples contained results above the State of California hazardous waste level of 5.0 ppm. The results ranged from 5.3 to 12 ppm. One of the three samples analyzed using TCLP was above method reporting limits of 0.25 ppm, at a concentration of 0.74 ppm.¹¹

Approximately 14,000 cubic yards of material would be removed for the two below-ground parking levels. Because some of the fill materials sampled contain elevated total and soluble lead levels at concentrations exceeding California hazardous waste levels, the majority of removed material would most likely be accepted at a regulated Class II and/or Class III landfill. Based on analytical results, the quantity of fill material that may require disposal at a Class I facility is estimated to be about 775 cubic yards or about 1,240 tons.¹² Fill material that would require disposal at a Class I facility would be carried out in accordance with the recommendations of the environmental site characterization report and in accordance with existing regulations enforced by the State Department of Toxic Substances Control (DTSC). The site characterization study recommended the following mitigation measures to reduce or eliminate potential for exposure to hazardous materials:

- Stockpiling and testing excavated fill prior to removal from the site, therefore conserving efforts and costs associated with soil transportation and disposal.
- Preparation of a soil management plan describing procedures for the segregation of non-hazardous soil from hazardous material through focused testing. In addition, because hazardous materials were detected at the site, a Site Management Plan (SMP) and a Health and Safety (H&S) plan would be required prior to construction. The SMP would provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of hazardous materials in the soil. The H&S plan would outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

Implementation of these recommended mitigation measures would reduce potential lead exposure at the parking garage site to a less-than-significant level. Hastings intends to incorporate all recommendations of the report as mitigation measures in the project, and would comply with all laws which regulate the disposal and transport of such materials.

An asbestos survey was performed in December 2000 for the 100 McAllister Street building.¹³ The building was inspected for asbestos-containing materials (ACM) and asbestos-containing construction materials (ACCM). The inspection found non-friable ACM in floor tiles and tile mastic on multiple levels of the building. These Category I and II ACMs would not easily release asbestos fibers into the air in their current state, however, this material would become a regulated asbestos-containing material (RACM) through sanding, drilling, cutting, crumbling, pulverization, or if it were reduced to powder during renovation or demolition. Prior to repairs and renovation of the 100 McAllister building, Hastings would remove any ACMs that may be impacted. In preparation for removal of ACMs, the survey recommends the following:

- Select a qualified asbestos abatement contractor;
- Follow guidelines outlined in asbestos survey, including performance parameters for hazard remediation work standards, contamination control, health and safety, contractor qualifications, regulatory compliance, clearance and release criteria, and other requirements specific to the project;
- If more than 50 pounds of friable asbestos is to be removed and disposed of, Hastings may need to obtain an EPA generator identification number;
- Employ an on-site consultant to monitor the contractor's compliance with accepted industry standard practices and regulatory compliance;
- Perform final visual inspections and clearance air monitoring to certify that industry clearance standards are met prior to general reentry of the asbestos abatement work area.

Implementation of these recommendations would reduce potential asbestos exposure at the 100 McAllister Street site to a less-than-significant level. Hastings intends to incorporate all recommendations of the survey as mitigation measures in the project, and would comply with all laws which regulate the disposal and transport of such materials.

In addition to the asbestos survey, a lead survey of suspect lead-based paint (LBP) was also conducted in the building at 100 McAllister Street.¹⁴ No lead was detected in the samples analyzed. Prior to the commencement of work at 100 McAllister, Hastings will conduct further tests of whether affected work areas contain LBP.

Hastings intends to implement the recommendations of both hazardous materials surveys as part of the project, which would reduce or eliminate exposure of hazardous materials to a less-than-significant level during project renovation work. In addition, Hastings intends to comply with the numerous local, State, and Federal regulations which exist to protect people from exposure to hazardous materials during demolition and construction activities. For example, two major state and federal asbestos regulations are the Division of Occupational Safety and Health Administration's (Cal-OSHA) Title 8 CCR § 1529, and the EPA's NESHAP Regulation (40 CFR Part 61, Subpart M). The EPA's NESHAP Regulation requires building owners to inspect a building for asbestos prior to renovation or demolition. In the San Francisco Bay Area, the NESHAP regulation is enforced by the Bay Area Air Quality Management District (BAAQMD). Standards and regulations for LBP have been established by the California Department of Health Services (DHS), Cal OSHA, EPA, and the U.S. Department of Housing and Urban Development (HUD). These regulations were used to evaluate the sample results, and would be implemented if further studies indicate LBP in the building. These issues will not be discussed in the EIR.

c) The lead-contaminated soil and asbestos-containing materials to be removed as part of both proposed projects would be handled within ¼ mile of two schools; the Hastings College of the Law and the Tenderloin Elementary School. These activities would take place on the Hastings campus, but would be handled in accordance with the regulations specified above. As a result, hazards to nearby students and faculty associated with handling the materials would be reduced to a less-than-significant level. This issue will not be discussed in the EIR.

d) According to the Phase I report, neither project sites are included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5. As a result, the proposed projects

would have no adverse impact related to hazardous materials sites. This issue will not be discussed in the EIR.

e) The proposed parking garage would not impair the implementation of, or physically interfere with, an emergency response or evacuation plan as none currently exist on the project site. The building at 100 McAllister Street has an evacuation plan for use during emergency situations. The seismic and fire/life safety upgrades, as well as the added residential capacity, would not impair or physically interfere with this plan. The plan would remain in use during the building upgrade activities. Completion of the upgrades would benefit such a plan due to the enhanced exiting and other safety systems. As a result, the proposed projects would have no adverse impact related to emergency response. This issue will not be discussed in the EIR.

ISSUES:	Potentially Significant			
	Potentially Significant Impact	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) The environmental site characterization report obtained groundwater samples which indicated that groundwater beneath the parking garage site does not appear to be significantly impacted by hazardous materials or petroleum hydrocarbons in levels that would require special handling. Metal concentrations that were detected were within generally accepted background levels. According to the Phase I report, discharge of water produced from construction dewatering to the sanitary sewer would be acceptable to the San Francisco Department of Public Works.¹⁵ The proposed residential upgrade project would primarily be an internal renovation project with no potential to violate water quality discharge standards. As a result, neither proposed project would violate water quality standards or waste discharge requirements. This issue will not be discussed in the EIR.

b) Soil borings performed for the environmental site characterization indicated that groundwater is present at elevations ranging from 28 - 32 ft. below ground surface (street level). The groundwater at the site is anticipated to vary a few ft. seasonally. Excavation for the project is expected to extend to a depth of approximately 20 - 24 ft. below grade at Golden Gate Avenue and Larkin Street. Depending on seasonal variation, project excavation could extend to the water table. If this were to occur, a project dewatering plan would be implemented during project construction/excavation and would be completed according to recommendations found in the geotechnical report. The report recommends that groundwater at the site be lowered to a depth of at least three ft. below the bottom of the planned excavation and maintained at this level until sufficient weight is available to resist the hydrostatic uplift forces on the bottom of the structure. The selection and design of the dewatering system would be the responsibility of the contractor.¹⁶ Implementation of the recommendations of the geotechnical report would reduce potential impacts associated with groundwater to a less-than-significant level. This issue will not be discussed in the EIR.

c) Neither project site is in the location of a stream or river which could be altered or otherwise affected by drainage patterns associated with the proposed projects. Site runoff would drain into the City's combined sanitary and storm sewer system where such runoff is treated. As a result, the proposed project would have no impact with respect to altered drainage patterns. This issue will not be discussed in the EIR.

d - e) Both project sites are nearly completely covered by impervious surface (consisting of asphalt parking lot at the garage site and a 29-story building at the residential upgrade site). Because the impervious surface area would remain virtually the same as present, there would be no substantial increase in surface runoff, nor would the project interfere with groundwater recharge. Runoff from the garage site currently contains common urban water pollutants, including oil and metals from automobiles. Although the proposed parking structure would consist of eight above-ground levels, the amount of exposed surface area would remain the same and would not substantially increase runoff. Site runoff would drain into the City's combined sanitary and storm sewer system where such runoff is treated. As a result, impacts associated with drainage or water quality would be reduced to a less-than-significant level. These issues will not be discussed in the EIR.

f - h) Neither project site is within a 100-year flood hazard area.¹⁷ The proposed project would therefore have no impact on a flood zone area. Flooding by tsunamis or seiches is not a potential hazard since the predicted 100-year inundation levels would not reach the elevation of the site. The threat of mudflows or landslides, which are related to earthquakes, is considered to be absent at the proposed project site. These issues will not be discussed in the EIR.

ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) The proposed garage would be an infill project in an urban area that would not divide the established community currently residing in the area. The garage would replace earlier structures that were on the site over 10 years ago, and would not physically restrict movement through or around the area. As a result, the proposed garage project would have no impact with respect to division of an established community.

The residential upgrade project would primarily consist of internal seismic and fire-life-safety improvements, and would add 80 residential units. This project would have no impact with respect to division of an established community.

b) According to the *Planning Code*, the proposed parking garage site is within the RC-4 (Residential-Commercial) Use District, which contains residential and neighborhood-serving commercial uses. The residential upgrade project at 100 McAllister Street is in the C-3-G (Commercial) Use District. Areas to the south, east and west are zoned P (Public) Use District, containing numerous state and local public uses associated with the Civic Center. The project sites are within the City-designated North of Market Special Use District. Areas north of the project sites contain a mixture of residential and commercial uses in the RC-4 and C-3-G Use Districts. Many of these uses are older four-to-six-story apartment buildings with ground-floor commercial uses.

Hastings College of the Law is a State institution, and as such, must comply with all state regulations; Hastings is not subject to local land use policies and regulations. Although there would likely be no impact with respect to local land use regulations, the EIR will discuss how the proposed project would relate to the *San Francisco General Plan* topics, *Planning Code* requirements for this RC-4 district, and North of Market Special Use District requirements. Consistency with local land use plans and policies will be addressed in the EIR for context. The EIR will also contain a discussion and analysis of land use compatibility.

The proposed residential upgrade project, as primarily an internal renovation project, would have no potential to conflict with the C-3-G Use District. This issue will not be addressed in the EIR. Consistency with applicable historic preservation regulations is discussed in Section V. and will be addressed in the EIR.

ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a - b) Neither project site is located in a Mineral Resource Zone (MRZ - areas where significant or potentially significant mineral deposits exist or potentially exist) and there are no Aggregate Resource Sectors in the vicinity. Therefore, the proposed project would have no impact on mineral resources. Mineral resources will not be discussed in the EIR.

ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. NOISE. Would the project result in:

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity, above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity, above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) The existing ambient noise level in the vicinity of the Civic Center and the project site is characteristic of downtown San Francisco, consisting of vehicular traffic such as cars, trucks, MUNI buses and emergency vehicles. Construction and road work-related noise is also prevalent in the

vicinity of the proposed project. Construction-related noise related to demolition, excavation and building of the proposed garage structure would temporarily increase noise in the site vicinity. The construction period would last approximately 18 months. Operation of the garage may also increase existing noise levels. Both project construction and operation could affect sensitive noise receptors, such as adjacent residential and academic uses. Because it is unknown whether noise levels would be in excess of applicable noise standards, this is considered potentially significant. As a result, the EIR will discuss noise effects of the proposed garage construction and operation.

Construction-related noise of the residential upgrade at 100 McAllister Street could potentially exceed noise exposure standards on the interior of the building for brief periods of time. To the extent possible, construction activities would take place after the academic year when much of the building would be unoccupied. Noise generated from these construction activities would be temporary and would not likely affect adjacent sensitive receptors located in other buildings. As a result, the residential upgrade project would have a less-than-significant impact related to noise. The EIR will not discuss noise effects related to 100 McAllister Street.

b) Groundborne vibrations at the parking garage site are not anticipated to be excessive during construction activities, and would not continue beyond the construction period. As the parking garage would have a poured concrete strip or mat foundation, no vibration associated with pile-driving would occur. Impacts associated with vibrations would be less-than-significant. No groundborne vibrations are anticipated with the residential upgrade project. This issue will not be addressed in the EIR.

c) The operation of the proposed parking garage project may create a permanent increase in ambient noise due to vehicles, ventilation, and gate operation. This is considered potentially significant as the effects of this permanent ambient noise on sensitive receptors are unknown. As discussed above, the EIR will discuss noise effects of the proposed parking garage.

While construction-related noise associated with the residential upgrade project would be audible by students within the building and possibly from nearby receptors during certain times, these effects would be temporary and would not significantly contribute to the permanent ambient noise levels in the long-term. The post-construction noise levels generated by the operation of the building at 100 McAllister would likely be similar to pre-construction noise levels. As a result, the residential upgrade project would have a less-than-significant impact related to permanent ambient noise effects. This issue will not be discussed in the EIR.

d) Construction of the proposed parking garage would temporarily increase the ambient noise levels in the project vicinity. Because it is unknown whether the increase in noise levels would be considered substantial, the EIR will include an evaluation of temporary noise impacts to sensitive receptors.

The residential upgrade at 100 McAllister Street would primarily include internal improvements. While construction-related noise could be audible by students within the building and possibly from nearby receptors during certain times, these effects would be temporary and would not significantly contribute to existing ambient noise levels in the long-term. In addition, these activities would be scheduled to commence at the end of the academic year when few students are housed in the building. As a result, the residential upgrade project would have a less-than-significant impact related to noise. The EIR will not discuss noise effects related to the residential upgrade project.

ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) The proposed parking garage project would neither reduce nor add to the existing stock of housing in the immediate area. Population increases, if any, would be in the form of additional, permanent staff to operate the garage and retail uses. It is assumed that these additional workers (approximately 10-15) already live in the area and may already work for Hastings at present. As a result, these additional workers would not substantially induce growth in other areas. Therefore, the parking garage project would have a less-than-significant impact related to population growth. This issue will not be discussed in the EIR.

Hastings College intends to increase the residential capacity of the 100 McAllister building by adding 80 new apartments for student occupancy, from 252 units to 332 units. The new units would serve the Hastings community, and would provide additional on-campus housing opportunities to a greater number of students, but would not increase the number of students attending Hastings. As such, the number of new people in the project area would not be substantial. Therefore, the residential upgrade project would have a less-than-significant impact on population growth. This issue will not be discussed in the EIR.

b - c) As discussed above, the propose parking garage project would not displace housing as none is located on the project site. The proposed residential upgrade project would potentially displace some of the residents of the building temporarily while the subdivision and alteration of existing units takes place. The number of students displaced would not be substantial as this would occur when much of the building is unoccupied, and would therefore not require the construction of replacement housing. As a result, the residential upgrade project would have a less-than-significant impact with respect to displacement. This issue will not be discussed in the EIR.

ISSUES:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XIII. PUBLIC SERVICES.

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Police/Fire). The proposed project sites are currently served by the San Francisco Police and Fire Departments for fire and police protection. In addition, Hastings maintains a security force of Hastings employees. Due to the increased use at the proposed parking garage site, the police department may receive increased security calls. However, these additional calls would not likely result in the requirement of new or expanded public facilities, the construction of which could cause significant environmental impacts. On-site security measures such as increased lighting levels and motion-sensor lighting at the rear (south) end of the building would reduce security issues at the project site. Both project sites would be fully sprinklered and would meet all applicable fire and safety codes. As a result, no impacts associated with police and fire protection are anticipated.

Schools, Parks, Other). Neither project would generate substantial numbers of students requiring additional schools other than that already provided by Hastings. As an urban campus, there are no public parks on or immediately adjacent to the project sites, aside from the Civic Center Plaza about 0.5 blocks south of the garage site. Although there would be an increase in users and/or residents at the project sites, these individuals would not require additional parks or school facilities beyond that which is already provided. It can be assumed that the residents of the 80 new units at the 100 McAllister Street building already commute and attend class at Hastings. As such, the amount of new, permanent residents in the project area would be minimal. Therefore, effects on public services would not be significant, and this topic does not require further analysis in the EIR.

ISSUES:

	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XIV. RECREATION. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood, and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) The recreational amenities in the project area include the Civic Center Plaza and Federal Building Plaza. The parking garage users would not be expected to impact the various parks and plazas in the project area, such that substantial physical deterioration would occur. The proposed 80 new units at the 100 McAllister Street building would house approximately 80 additional students on campus who may use the Civic Center Plaza, Federal Building Plaza, or existing recreational facilities located in 100 McAllister. Not all of these students would use these recreational amenities at the same time, and would not likely use them to such an extent that physical deterioration would occur or be substantially accelerated. Therefore, no impact to existing recreational facilities is anticipated. This issue will not be discussed further in the EIR.

b) Neither project would include recreational facilities nor would they require the construction or expansion of existing recreational facilities which could have adverse effects on the environment. Therefore, no impact to recreational resources is expected. This issue will not be discussed further in the EIR.

ISSUES:

	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XV. SHADOWS. Would the project:

Does the project cause significant net new shadow on open space under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, pursuant to *San Francisco Planning Code* Section 295?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed parking garage could add shade to public open space areas, in particular, the Federal Building Plaza across Larkin Street. Although the proposed project is not subject to local codes, shadow impacts are considered potentially significant because it is unknown if the parking garage would add a substantial amount of new shade to this plaza. As a result, the EIR will discuss potential shade and shadow impacts for informational purposes and in the context of local regulations. Specifically, the EIR will discuss Section 295 of the *Planning Code* which addresses limits on new shadow on San Francisco Recreation and Park Department property. The EIR will also address the potential for new shadows on Civic Center Plaza, the nearest Recreation and Park Department property.

The proposed residential upgrade at 100 McAllister Street would not have any shadow impacts on surrounding buildings and spaces since no additional height or bulk would be added to the building. This will not be addressed further in the EIR.

ISSUES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

XVI. TRANSPORTATION/TRAFFIC. Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a - b) The proposed parking garage could have significant traffic impacts on the surrounding streets and intersections, such as Golden Gate Avenue/Larkin Street, McAllister Street/Larkin Street, Market Street and others. The proposed garage project would also change the balance of the parking supply in the immediate area, and could have impacts related to pedestrian circulation and transit. Because the significance of the potential traffic impacts associated with the parking garage is unknown, a traffic study will be prepared, and the findings presented in the EIR. The EIR will identify all potential traffic, parking, circulation, and transit impacts, either individually or

cumulatively, and present mitigation measures to avoid or reduce these impacts. Construction-related traffic and circulation impacts will also be evaluated in the EIR.

The residential upgrade project is not anticipated to have a significant impact on traffic and circulation, as this is primarily an internal renovation project. The addition of 80 new units would increase the on-site student population by at least 80 additional students, but it is assumed that these students already attend classes at, and commute to, the campus using a variety of transportation modes. Pedestrian circulation in and around the 100 McAllister Street building would increase due to the increase in units, but not to a substantial amount to where pedestrian flow would be impeded. Construction-related traffic impacts related to renovation efforts would be temporary, and therefore not significant. As such, the proposed residential upgrade project would have a less-than-significant impact on traffic and circulation, and will therefore not be discussed in the EIR.

c - d) While the proposed parking garage is anticipated to have a less-than-significant increase in hazards due to design features, and would not likely result in inadequate emergency access, these issues will be addressed in the EIR. The proposed residential upgrade would have no potential for substantially increasing traffic hazards or result in inadequate emergency access, as this would be primarily an internal renovation project. Curb space at the front of the building, which is currently used for access in the event of an emergency, would not be blocked by construction materials or equipment, as these would be located toward the rear of the building. These issues will not be addressed in the EIR.

e) The parking garage would increase the amount of parking that is available on the site, and in the immediate vicinity. As a result, the project would have no impact related to inadequate parking. The traffic study will evaluate the proposed parking garage's effects on parking demand and supply in the area. The results of the parking study will be presented in the EIR.

ISSUES:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a - b) The garage site is currently served by municipal water and sewer services. There are two restrooms planned for the proposed parking garage. Sewer hook-ups would be connected to the sewer main located underneath Golden Gate Avenue to the north of the site. Water serving the proposed garage would come from the existing water main on Larkin Street, west of the site. The proposed parking garage would not be expected to have a substantial impact on wastewater treatment or water supply, as parking structures typically do not use large amounts of water, nor do they generate large amounts of wastewater. As a result, the proposed parking garage would not require the construction or expansion of new water or wastewater facilities.

The proposed residential upgrade at 100 McAllister Street would add 80 new units for student occupancy. Existing water and wastewater connections serving this building would also serve the new units. These additional units would draw additional water and generate additional wastewater, but not to a substantial amount, and would not result in the need for new connections, or the expansion of existing water or wastewater facilities. The new units would increase demand for, and use of, utilities on the site, but not in excess of amounts expected and provided for in the project area.

c) The parking garage project would be served by the existing storm water drainage facilities located in Golden Gate Avenue and Larkin Street, and would not appreciably add storm water runoff to these facilities, necessitating new or expanded facilities. The residential upgrade project would have no discernable impact on storm water drainage facilities.

d - e) Water supply to the project sites is provided by the San Francisco Public Utilities Commission (PUC) which has the capacity to meet the demands of new water users in San Francisco, as discussed in the PUC's long term Water Supply Plan Master.¹⁸ Wastewater generated from the project sites would be relatively minor, and would not be sufficient to exceed the capacity of the wastewater treatment system.

f - g) Both project sites would continue to be served by the Golden Gate Disposal Company for the disposal of solid waste. The proposed parking garage would not be anticipated to produce substantial amounts of solid waste. The proposed 80 new units in the 100 McAllister building would contribute to the solid waste flow from existing units, but would not substantially affect landfill capacity.

As a result, the proposed project would have no discernable impact on utilities and service systems. This issue will not be discussed in the EIR.

ISSUES:

	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XVIII. WIND. Would the project:

Cause the 26-miles-per-hour wind hazard criterion, as discussed in <i>Planning Code</i> Section 148, to be exceeded for more than one hour per year?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

A review of potential wind effects of the proposed parking garage project was prepared to determine the effects, if any, on pedestrian-level wind conditions.¹⁹ The findings of this review indicate that the exposure, massing, and orientation of the parking structure would not be expected to change wind conditions substantially in pedestrian areas near the site, due to the following: 1) wind tunnel tests conducted previously on the site for a building of similar size and shape found that wind impacts were found to be non-significant, 2) the open sides of the garage structure would not generate wind pressure differences compared to a solid building, and 3) the site is sheltered from prevailing winds by taller adjacent buildings. The project site is down-wind of the Phillip Burton Federal Building Plaza, which currently experiences accelerated winds due to the massing and orientation of the 300-ft.-tall Federal Building. As a result, the proposed project would have no impact related to wind hazards. This issue will not be discussed in the EIR.

ISSUES:

	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Potentially Significant</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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Discussion:

a) As discussed in Section III, Biological Resources, the proposed project would occur on developed/disturbed sites with little or no habitat to support rare or endangered species. No examples of California history or prehistory are known to exist on the parking garage site. Potential discovery of such resources could occur during project construction. However these potential effects would be reduced with implementation of the mitigation measures described in Section IV, Cultural Resources. As a result, the proposed project would have a less-than-significant impact on these resources with mitigation incorporated as part of the project.

b) The proposed parking garage could have potentially significant cumulative traffic impacts when viewed with other past, present and future projects in the area. Because cumulative traffic impacts are unknown, and therefore potentially significant, this issue will be addressed in the EIR.

c) The proposed project would have no discernable indirect or direct substantial adverse effects to human beings.

XVIII. SOURCES AND ENDNOTES.

Earlier analyses have been used, pursuant to the CEQA Initial Study process, to indicate effects that have been analyzed adequately in an earlier study, EIR, or negative declaration. Section 15063 (c)(3)(D).

Information sources and earlier documents prepared and used in this analysis are listed below:

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- ¹ The second basement (lowest level) would be a partial basement, approximately 1/4 of the site or 9,400 sq. ft.
 - ² Archeo-Tec, *Archival Cultural Resources Evaluation of the Proposed Hastings College of the Law Parking Garage, City and County of San Francisco*, November, 2001.
 - ³ Treadwell & Rollo, Inc., *Environmental Site Characterization, Hastings Property*, September 20, 2000.
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